

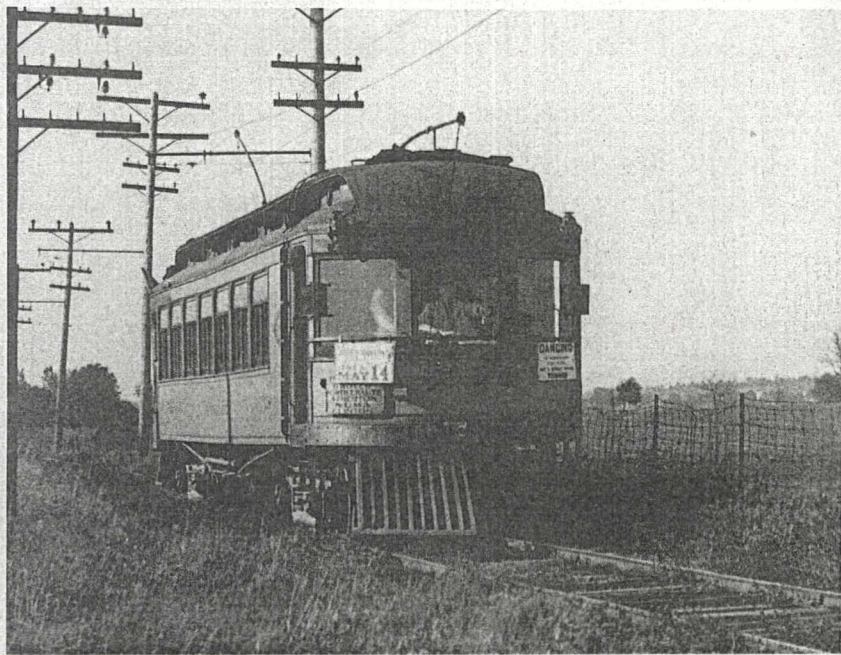
STREETCARS



MOST POPULAR CONDUCTOR

—So Erastus Shell, 425 North Ninth street, was voted in Askin, Marine company contest and got dandy new uniform.

4/11/31



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T.H. & E. Terre Haute Bound

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POOLE BROS., CHICAGO

The Experts are Saying Terre Haute Has the Model.

Much Praise For the Track Construction of the System Here.

The Street Railway Review in a Long Article Compliments Prest. Russell B. Harrison.

Terre Hauteans are coming to pride themselves upon the excellence of street railway service in the city.

In less than a year's time such changes have been made on the electric system here, which was second-class, that it is now classed as a model of street railways in the country, not only by the general public, but by experts. In a recent issue of the *Street Railway Review*, a two-page article is devoted to the system, a special representative having been sent here for that purpose. The following extracts are taken from the Review:

"The track construction of the Terre Haute Electric Railway has long had a national reputation, and within the past few months other features of this road recently inaugurated by its new president, Russell B. Harrison, have attracted so much attention that the system was deemed worthy of a personal inspection by one of the Review staff. He was not disappointed in his search for ideas of value and interest to other street railway men.

"He found the service excellent as to frequency and speed. Employees, both conductors and motormen, are well trained to their respective duties. The rolling stock is being rapidly brought up to a high standard and the motor equipments are the greater part of them of the latest Westinghouse type. For a road electrically equipped several years ago this is a splendid showing.

"The first thing to attract attention was, of course, the magnificent system of paving used in connection with the T rail, which rail is used exclusively. The T rail is used with success in dozens of other small cities of this country, but a surprise is in store for those who think they have exhausted the subject of paving to T rail before they have visited Terre Haute. As far as track work and paving are concerned, it is safe to say that Terre Haute has the most beautiful street railway streets in the world.

railway track is double on this street, and is of 60-pound Shanghai T rail. The ties and paving rests on seven inches of concrete. The paving and track have been down three years. The paving is as smooth as a floor, and the rail joints are scarcely perceptible. On this street, which was one of the first laid, a brick is used which fits up against the web of the rail and leaves a groove for the wheel flanges. On other streets large, hollow, corrugated blocks are used along the rail and the filling around the rail web, both inside and out, is cement and pitch. This, too, seems to give very good service, but the management says that the corrugated surfaces wear too fast. There is also one route on which the street is paved with asphalt, and the hollow corrugated blocks are laid on each side of each rail. The street presents a beautiful appearance. On none of the streets is the interference with team traffic as great as with a girder rail. It has also been conclusively shown that where T rail is used the street traffic does not get in the way of cars as much as with girder. Managers who are struggling with a city council for permission to lay T rail would do well to arrange for an inspection of the work at Terre Haute. Some track is about to be laid with 72-pound rail on the Daniels steel ties (15 inch centers), with new and original brick paving, designed by Mr. Harrison. Mr. Harrison justly prides himself on the fact that this will probably be the finest piece of street railway track in the world. It will be unsurpassed for strength and smoothness. The Illinois Steel Company's Shanghai 72-pound steel rail, 6 inches high, is now used on all work, and gives universal satisfaction.

This road has the distinction of being the first to try the new No. 12 Westinghouse motor. The first pair was received last January, and put under a snow plow. Since then the cars in regular service have been equipped with them. It was found to be quite a problem to adapt the spring suspension to the trucks on hand. In fact the company had to work out its own salvation in this regard, as at that time neither the truck makers nor the Westinghouse Company had given the problem of adapting the motor to a particular make of truck much attention. The experience gained on this road has been very valuable to the manufacturers for future work. The Westinghouse new motor is so constructed that it will permit of nothing but the new method of suspension, and that suspension is a peculiar one. It is in effect almost as if the motor was hung from the car floor by a spring attached to the middle of the top of the motor frame. The method adopted for use with the Peckham

some fears that spring suspension would cause galloping and surging of the motors, and the writer confesses to have shared in these fears, but after riding many miles over the spring-suspended motors as used on this road, and having an opportunity to observe closely what action took place, those fears were proved groundless as far as the Westinghouse No. 12 Motor is concerned.

The management is making every effort to make the road a model one, and the effort is being crowned with success. It is well situated in a good business town of 40,000 people. It need hardly be mentioned that the fair grounds, which are reached by the street railway, contain a racing track, the fastest in the world, famous for its world's records, and what is of more interest to our readers, the great crowds which assemble there are handled so well that the efficiency of the service is frequently commented on by the press, and by all the strangers who visit Terre Haute. The Terre Haute Electric Railway is a model from the standpoint of the public, and worthy of the attention of all street railway men. President Harrison and Superintendent Burke are a great team of progressive wide-awake hustlers, and under their management the road is being made a most successful one."

HISTORICAL.

The First Mule Cars and the Changes in Ownership During Its Life.

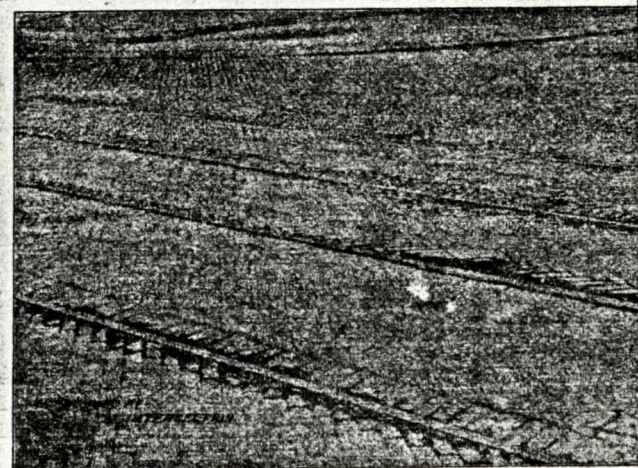
The Terre Haute Street Railway Company received its charter from the city March 20, 1866, and the first line, extending from the Union Depot to First street, was put in operation during the following year. Two cars were put on at first, and the equipment was increased from year to year. Mules were used as motive power, and the company was composed of men who were thoroughly interested in the growth of the city. It is said that for many years not a cent of interest was realized upon the money invested, and stock changed hands quite frequently. The original stockholders, however, held the controlling stock, when, in 1889, the road was sold entire to a party of citizens of Terre Haute. The following officers took charge of the Road on July 17, 1889: R. W. Rippetoe, president; Willard Kidder, vice-president; L. D. Thomas, secretary and treasurer; P. P. Thomas, cashier; M. F. Burke, superintendent.

In the fall of 1890 the system was changed to an electrical line, and early in January of the following year the first electric car was run over the streets of the city. The event marked an impor-

until 1893, when the present company, with Mr. Harrison at the head, assumed control. The original franchise extended until 1898. This was amended in 1888 to permit the use of electricity as a motive power, and the date of expiration extended to 1938. The franchise covers all streets of the city, but the city council does not appear to be of this opinion. The line carries, it is estimated, between 2,500,000 and 3,000,000 passengers annually.

In 1870, George Palmater was made superintendent of the lines. Then followed Ross Martin, R. J. Sparks, Capt. J. W. Haley, M. V. Hunter, Joseph G. Elder and M. F. Burke. Mr. Burke, on account of more and varied duties in connection with the company, has well earned the title of "General Manager," recently bestowed upon him by the company.

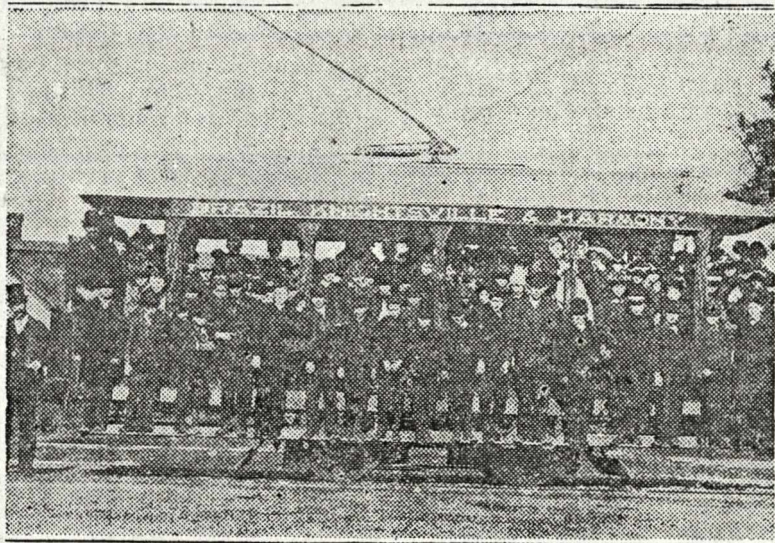
Mr. Perry Thomas, the present assistant secretary and cashier, has been connected with the company since 1889, and with the exception of a week spent at the World's Fair, he has never lost a day from the office. This is made all the more remarkable by the fact that his duties are many, and hours of service very long.



SAMPLE OF PAVING BETWEEN TRACKS. 189

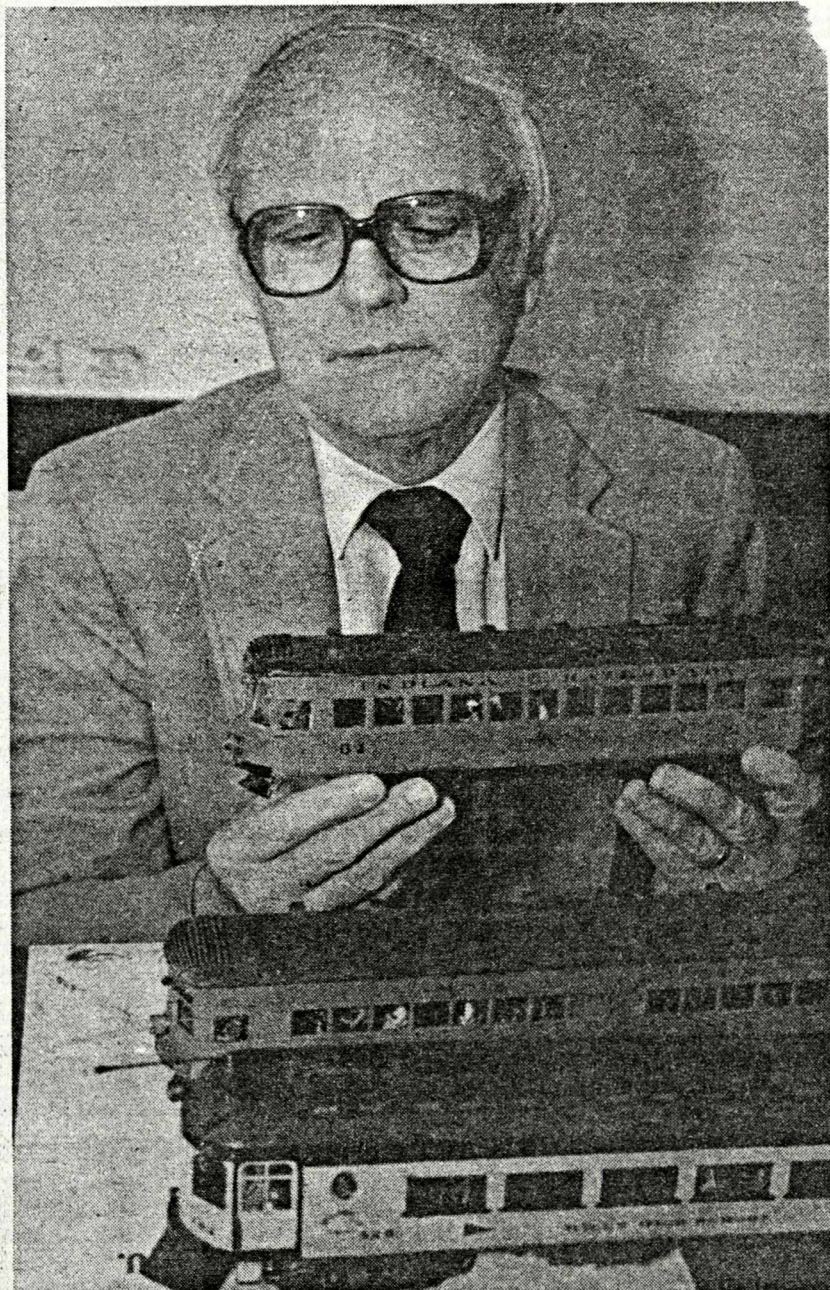
REFERENCE
DO NOT CIRCULATE
The Gazette Dec 22, 1894

First Interurban Car



STREET CAR ON FIRST INTERURBAN LINE IN THE WABASH VALLEY WHICH WAS ALSO FIRST INTERURBAN LINE IN THE UNITED STATES.

Ti-Star - Sat. May 21, 1983



Interurbans

Dr. H. R. Blackburn gave a presentation on "Interurban Transportation" to a social meeting of the Terre Haute Regional Hospital staff. In the course of his talk, he displayed several scale models of cars which served the area

between Terre Haute and Indianapolis. Named for local institutions and points of interest, they included the "Wiley High School" car in the foreground.

Staff Photo/Mark Winkler

Oct 1, 1977 Spectator

yesterday

Interurbans carried large freight volume

By Frances E. Hughes

In the late 1930s and early 1940s, the interurbans of the Terre Haute, Indianapolis and Eastern Railroad line hauled as much as two million tons of "less than a carload" freight in a month.

This was more than that of all of the four railroad lines that ran through Terre Haute at that time, according to Benjamin C. Nash, 902 Marley Avenue, who worked for the interurban line for 30 years.

It was in 1866 that City Transportation became a reality with horse-drawn street cars on rails. This mode of transportation was used in Terre Haute until 1892 when the cars were electrified in the city.

In September, 1900, an interurban line was built to Brazil. In 1902, one was added to West Terre Haute. Then, the Brazil Rapid Transit came into being from one end of Brazil to another, until the line was extended to Harmony.

At this time, the interurban company was owned by Stone and Webster Company, an eastern company based in Boston, Mass. In 1903, the company completed a line to Clinton; in 1906, one to Sullivan and in 1907, one to Paris.

At that time, the company was known as the Terre Haute Electric Company, which provided not only the city and interurban transportation, but all the power for Terre Haute and other surrounding areas.

Before the line to Paris was started, a separate company was formed by the same owners that was called the Terre Haute and Western Railroad, because it was crossing an interstate line. The two companies were then sold to the McGowan interests of Indianapolis, which changed the name to Terre Haute, Indianapolis and Eastern Railroad.

In 1908, the line was extended to Greencastle and later on to Indianapolis.

Ben Nash started working part-time on the section crew in 1913 when he was still in high school as his father was superintendent of the street railway from 1903 to 1926. When Ben was 15, he went on full time in the express office at a salary of \$45 a month.

Until 1943, when the line closed down, Ben worked every job in the freight department in all stations of the system, as well as motorman, ticket agent, freight foreman and other jobs.

Then, he went with the Chicago and Eastern Illinois Railroad, where he was employed from 1944 to 1966, when he retired. He worked as a freight checker, clerk and freight foreman.

The first power plant of the interurban was on the northwest corner of Ninth and Cherry Streets. Later, this was replaced by a new and larger power plant at Water Street and Wabash Avenue.

The former power plant building then was remodeled and became the first freight house. There was one set of tracks that led from Ninth Street down Cherry street to midway of the block, where doors of the freight station were placed. When a car was received, according to Nash, it was spotted opposite one of the doors. Empty oil drums were placed from the car to the door, planks were laid on top of the drums to make a runway and the freight was unloaded on this ramp.

Later, a large opening was cut in the Ninth Street side of the building with tracks laid and trolley strung so that the cars could go right into the building for loading and unloading. There was also a driveway into the building so that the horse-drawn carts could enter to haul the freight to and from customers.

Customers would call the freight house and a representative would go to the place of business and give an estimate on the freight to be hauled. The only competition to the interurban was the railroad. Two cars could be taken into the freight house for loading and unloading at one time. Before there was a freight house, the cars were loaded in the middle of Cherry Street.

On the run from Indianapolis, sometimes as many as seven freight cars would be hooked up together for one run. Sometimes, the freight would be brought in on what was called the "Hi-Ball," a two-car express that carried Wells Fargo Express in the motor car, which went directly to Union Station, and a box car, which was left at Cherry Street and unloaded there.

crews would unload freight in front of the places of business in or on the sidewalks at the closest corners. As business increased, freight houses were built in the smaller towns. Clinton also finally added a passenger station as did Paris. Brazil and Vermillion had sub-stations and there were freight houses at Sullivan, Farmersburg and Shelburn.

The crews, consisting only of a motorman and conductor, loaded and unloaded their own freight.

As business increased, the freight house was enlarged to about two-thirds of the block north to Mulberry with a store room, line department and meter department added. The office was located in the northeast corner of the building and the first office force included an agent, two bill clerks, one chief clerk and cashier and one freight solicitor.

As business picked up, a night crew was added. These men worked from 11 p.m. until they finished, regardless of the time, and were paid 15 cents an hour with no overtime pay.

Christmas time was the busiest season and Clinton was the busiest station. World War I also was a busy time for the interurban line. Ninety-nine per cent of the freight was less than carload, according to Nash. All kinds of freight was handled--groceries from about five wholesale houses, casting from two or three foundries, paper boxes, fruits and vegetables from several companies, crackers, cookies, beer, whiskey, canned goods and many other items.

During World War I, there was so much business that the men often had to work double shifts. They worked 24 hours, were off about six hours and then another 24 hours. Three or four 14 and 15-year-old boys were hired each night along with one man to stack all the freight. As many as six or seven inbound cars and three or more outbound cars were handled in one night.

Later, the night crew consisted of two truckers, a loader, stacker and foreman. In the 1930s, the employees joined the Association of Street Electric Railway and Motor Coach Employees of America Industrial Union.

There were four tracks leading from Eighth to Ninth Street on the south side of Cherry Street to the terminal there. The passenger station was on the north side of the alley between Wabash and Cherry. Interurbans went north on Ninth Street to the Union Depot but only went south on Eighth to Wabash Avenue.

In 1920, the freight house caught on fire and had to be rebuilt with an inbound freight house and outbound one.

After motor trucking started to cut in on the revenue of the interurban lines, "door delivery" was started by hiring local draymen to haul freight in town. The pay was three cents per hundred pounds for fourth class and five cents for first, second and third class. Eventually, the company had its own trucks and then went into the trucking business. All equipment was leased to Interstate Motor Freight and in 1943 was sold to the Wesson Company of Detroit, Mich.

According to his wife, Helen, Nash "just sits in his chair and reads Westerns these days," but we'll guess that he thinks back a lot to when "working on the Interurban line" was a big part of his life.

9-28-75 T.H. Tribune-Star

Interurbans Had Short, Intense Life In Indiana

By DOROTHY J. CLARK

Interurban is a word coined in 1893 by Charles L. Henry of Anderson, a lawyer and electric rail pioneer, to describe electric railways between towns.

The electric motor and its reliable horsepower put the oat-eating variety out of business on street railway systems in Hoosier towns in the late 1880s and '90s.

Interurbans offered rural and small town residents a dependable and economical link to the larger cities and interurbans caught on like a prairie fire. Companies were hastily organized all over the state of Indiana and construction was feverish. By the end of 1900, nearly 1,000 interurban cars ran on 678 miles of track. Fourteen years later, over 1,600 cars were shuttled about the state on 2,300 miles of trackage as Indiana vied with Ohio in total interurban trackage.

By World War I, the building boom was about over and 67 of the state's 92 counties boasted some interurban services. Only Bedford, Bloomington and Bicknell, among towns over 5,000, had none.

Indianapolis became the center of interurban operations where 400 runs a day ended or began in the huge million dollar terminal with 13 different lines carrying more than five and a half million passengers in and out of the capital in 1910. Passenger load crested at seven million by 1914.

Passengers rode the interurbans for fun, shopping and commuting or business. They rode in comfort at 70 miles per hour as far north as Elkhart, south to Louisville, west to Terre Haute, and east to Richmond and Union City.

They rode the Honey Bee Line, the Winona Flyer, the Muncie Meteor, the Buckeye Special, the Tecumseh Arrow, the Dixie Flyer and many more fast-moving electrics.

The Dixie Flyer and The Hoosier Flyer were most popular as the cars traveled the 117 miles in comfort with meals served and all-night sleeper cars were inaugurated which spent most of the night on sidings so passengers could roll into Louisville or Indianapolis at 9 a.m. Despite such attractions, however, passenger business declined and new emphasis was placed on interurban freight hauling and livestock pickup service. Many towns had pens near the track for loading and unloading of stock for the markets.

By 1930, it was clear that the interurban era was nearing its end. Over-capitalization and high fixed charges were too much for dwindling revenues and small lines folded like flies until today all that's left of Indiana's interurban interlude is an occasional outcropping of weed-choked roadbed and an endless collection of memories. The interurban did not last very long, but while it lasted, the interurban boom was one of the most exciting, most colorful and most costly chapters in Hoosier history.

According to Harry H. "Red" Howell, Plainfield, Ind., a locomotive engineer for Penn Central Railroad, and a confirmed railway "buff," the "electrics" in Terre Haute were named after the different schools, such as The Wiley, which was the "hottest," and ran races on its run to Sullivan with steam trains and was numbered 122; and the 110 was called Indiana State Normal and ran to Clinton. These two cars were the only ones which were not controlled in the center of the car; all others were controlled from the center of the car.

Other innovations were the double deckers which carried picnickers in Terre Haute to Collett Park. One of the famous services was the 12-car coal train which hauled coal from the Binkley mine east of Terre Haute for Terre Haute use.

Mr. Howell is constantly reminded of the old T.H.I.&E. Traction Company's passenger service line between Terre Haute and Paris, Ill., as he travels along its former route on his run to East St. Louis. This line ceased operation by court order at midnight Jan. 25,

From a point near St. Mary's Village to the Clear Creek location, he can see many culverts, bridge abutments, roadbed, and, until a few years ago, some of the trolley wire arms on the poles just west of Vermillion, Ill. One of the few buildings standing is the old depot and sub-station in the northern section of Vermillion, Ill. The old red brick building housed the sub-station to boost power for the cars and on each side of the cupola, for the agent's office, was a passenger waiting room and freight room.

Until the late 1930s, all interurbans using the Terre Haute Terminal were two-man cars and had both motorman and conductor. The motorman was described as "a proud looking fellow wearing blue and white striped overalls and overall jacket to match. He wore a stiff starched white cap or one the same color as his overalls. The railroad standard watch and chain was kept in his

bib pocket. The conductor dressed in blue serge suit uniforms complete with vest, stiff-billed caps and always a spic and span white shirt and starched collar. Most of them carried a railroad watch in their vest pocket attached to a shing gold chain and fob. The lapel of each and every uniform sported a brightly enameled insignia pin imprinted with the T.H.I.&E. emblem.

Other types of equipment on the traction lines included work cars or line cars which carried all repair equipment needed to aid a broken down car or break in the wires. City lines also had sweeper cars which swept the tracks clean when snow or storm debris would interfere with proper operations. There were also snow plows and weed-burning equipment needed to keep the tracks clear.

Mr. Howell's extensive collection includes photographs of former employees and the cars they operated, depots, timetables, maps, switch locks and keys, lanterns, uniform insignia, old rule books, and scale models of some of the equipment.

Property of
Igo County Historical Society
Aug. 5, 1867 First Street Car service on Saturday (August 3). Two cars used taking a half hour to make the round trip from First street to the Depot and back. Three cars will be put on, running from 6 a.m. to 9 p.m. and one car all night. Fare 5¢ from one end of the line to the other, or 22 tickets for one dollar.

Aug 14, " Street Railway receipts double running expenses.

**★Special train leaving Terre Haute 6:30 a. m.
will run only on Wednesday, September 9, and
Thursday, September 10, 1914.**

RETURNING

**Through trains for Greencastle, Brazil and
Terre Haute leave Indianapolis 7:00 a. m., 7:45
a. m., 11:00 a. m., 2:15 p. m., 4:25 p. m., 11:50 p. m.**

**Local trains leave Indianapolis for all points,
to and including Terre Haute, 7:45 a. m. and 4:25 p. m.**

**Special train will leave Indianapolis 7:00 p. m.,
Wednesday, Sept. 9, and Thursday, Sept. 10,
1914, only.**

TICKETS WILL BE SOLD AT REGULAR FARES

Local Man Builds Model Surface Cars

RICHARD C. TUTTLE
Star Staff Writer

Electric powered inter-city surface transportation vehicles is the technical title, but these vehicles are interurbans to those of us with memories at least 35 years back.

Electric powered intra-city surface transportation vehicles is another technical title, but we called them street cars, or "June bugs" while they were painted green.

Whatever they may be called, a Terre Haute man's intense interest in interurbans and street cars has developed into an interesting hobby with outstanding results.

Eugene V. "Gene" Davidson, 1841 S. 28th St., now retired, has been constructing models of Chicago, Terre Haute and Indianapolis traction cars for many years. His basement has panelled walls with at least 15 models on shelves. He also admits to two or three in the garage needing repair, plus several others in the homes of his children.

"It seems I've always had an interest in the street cars and interurbans," Davidson remarked. "I rode both when I was a kid, and there was no greater thrill than riding one of the high speed units to Indianapolis."

Davidson can discuss interurbans, interurban lines, styles, costs, weight and countless other details about his hobby for a long time, and it is accurate information, told in an interesting manner. He is enthused about the equipment, and is justifiably proud of the

models he has built in his workshop.

One model, known as a 'lounge car' sits on the television in his living room. About one-third of the car was partitioned off from the balance of the car, the small section being the lounge where smoking was allowed. It is complete with overstuffed couches, end tables with table lamps. The balance of the car has the regular passenger seat.

"There were only a few of these built," the hobbyist explained. "The cost was \$28,000, but it didn't prove to be the attraction hoped for, and they operated less than ten years. The cars would run 85 miles an hour, and could be used only on the Indianapolis-Ft. Wayne run where the terrain was flat."

Davidson's pride and joy seems to be the "Wiley High School", a brilliant yellow, trimmed with the red-and-white Wiley banner. He explained this was a high-speed car, reaching speeds of 60 to 65 miles an hour. The car ran on the Clinton line, and often on the Indianapolis line.

His first model was built in 1943, and was a Cleveland, Ohio car. He also has an Indianapolis-Cincinnati car, although the line did not go into Cincinnati as the track gauge there was different, and the line ended outside of Seymour. There is also a Union Traction car which operated between Indianapolis and Noblesville. For the last 10 years of the car's life it ran between Terre Haute and Indianapolis.

Several of the cars are models of those used in Chicago

and suburbs. The Elgin-Belvidere line operated for 23 years and showed a profit only two of those years, according to Davidson.

There are two or three models of Indianapolis street cars, the large cars with doors at each end and in the center. The Chicago Transit line purchased 110 cars one year, with 30 of them built by the Cummins Car and Coach Co., Paris, Ill. Some of the cars made in Paris were used on the Halstead St. line.

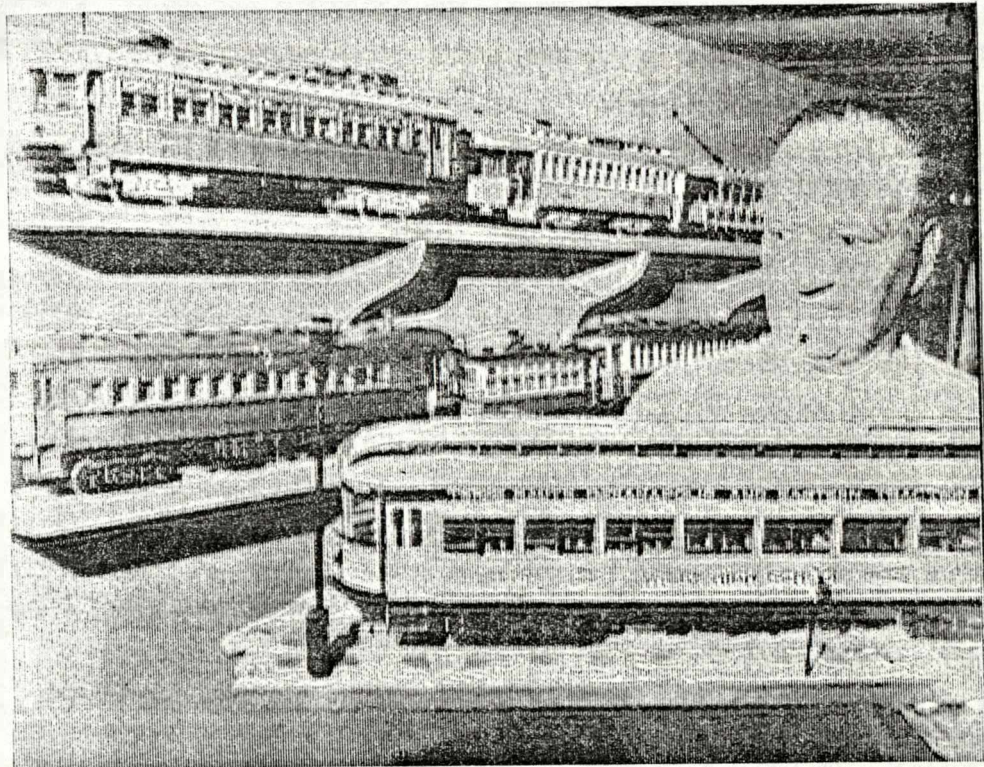
The cars are complete with seats, controls, insulation strips on the doors, glass windows, entrance-exit doors that function, air tanks and air lines for the brake system, and all details for accurate scale models.

Davidson has several books which outline the history of interurbans and street cars in various parts of the country. He is also member of an organization of 'buffs' in Chicago, and was with the group only last week.

"I do not have a model of the 'summer car' which was popular around Indiana in the 1920's," he explained. "This car had open sides, and provided a breezy ride. Of course, it was a fair weather car, operating during the warm summer months on clear days."


One of his models won a prize in the annual Wabash Valley Exhibit sponsored by the Swope Art Gallery. It was well deserved, as the models are truly works of art, preserving a by-gone era.

r, Terre Haute, Ind., Wednesday, June 16, 1976.



HOBBY PRESERVES ERA — Eugene V. "Gene" Davidson, 1841 S. 28th St., holds a model of the "Wiley High School" interurban of the Terre Haute Indianapolis and Eastern Traction Co. Clinton and Indianapolis lines. Other models Davidson has built over the years are displayed in the background on shelves around the basement. Yes, the trolleys work. (Photo by Kadel).

THE DAILY CLINTONIAN



Only Daily Newspaper in Parke and Vermillion Counties

CLINTON, INDIANA

THURSDAY, MAY 24, 1973

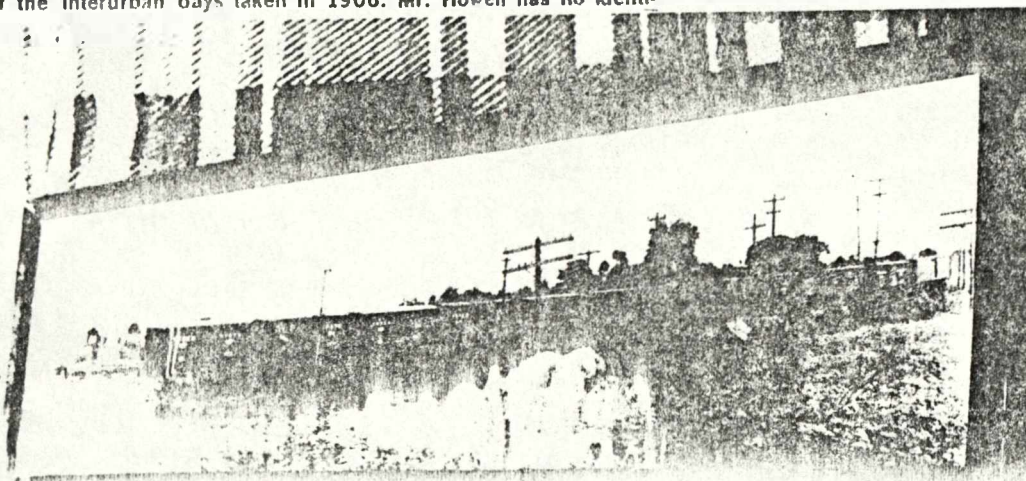
VOL. LXI NO. 104



I HAVE TWO DIFFERENT ONE
ONE HAVING NAMES OF
EMPLOYEES.

TERRE HAUTE TRAINMEN - Shown above is a rare photo owned by Mr. Harry H. Howell of Plainfield. It is a picture of trainmen of the interurban days taken in 1906. Mr. Howell has no identi-

fication of those shown but would welcome any reader identification.



THIS IS A
BEAUTY
12x35
1912

Mr. Howell describes himself as an "interurban nut" and is determined to collect mementoes, pictures and items used by workmen on the "electrics." He has transfers with signatures of the rider dating back to the 20's, old tickets, time tables now out of print, ticket punches, money changers and many happy memories of his short connection with the old interurbans.

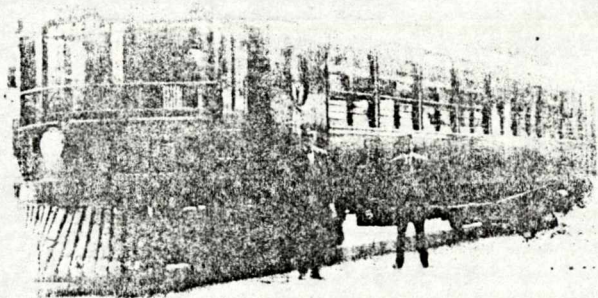
He has many stories of interurban life and activities and makes many talks to students who do not have any memories of the glorious ride on the interurban. The cars were fast, so fast he recalls that many

years ago by Rev. Harry Morgan and his son, Ted, who were former residents of Clinton. The old factory was located at 9th and Spruce in North Terre Haute but has since been torn down. The old wagon is at least 75 years old. Ted is now assis-

tant pastor of the North Terre Haute Baptist Church and his father has since retired.

Mr. Howell is still collecting interurban mementoes and anyone having pictures, etc., is asked to contact Mr. Howell at 1006 Longfellow Lane, Plainfield, Ind. 46168 or call 317-839-7086. Mr. Howell is also available for talks on the old interurban days of Terre Haute.

FAST FREIGHT - Painted possession of Mr. Harry Howell of Plainfield is shown above. It is an old photo of the old Tilt&E Interurban "fast freight" which was famous for fast deliveries in Indiana.



CAR NUMBER 35 - Mr. Elwin H. Besse was conductor on car number 35 which made regular runs to Clinton on the interurban railroad of years ago. Shown above are car 35 and conductor Besse.



MORE ABOUT

Clinton Interurban

(Concluded from Page 1)

Oldtimers will recall the interurban freight painted yellow, which made daily trips through Clinton, picking up small freight destined for Terre Haute and points throughout the Tilt&E interurban system, which in those days was quite extensive. He recalls the freight being picked up at the old depot now used by Mike's Motors where the Little Italy Festival program is held.

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electric rail pioneer, to describe electric railways between towns.

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Indianapolis became the center of interurban operations where 400 runs a day ended or began in the huge \$1 million

terminal with 13 different lines carrying more than 5½ million passengers in and out of the capital in 1910. Passenger load crested at 7 million by 1914.

Passengers rode the interurbans for fun, shopping and commuting or business. They rode in comfort at 70 miles per hour as far north as Elkhart, south to Louisville, west to Terre Haute, and east to Richmond and Union City. They rode the Honey Bee Line, the Winona Flyer, the Muncie Meteor, the Buckeye Special, the Tecumseh Arrow, the Dixie Flyer and many more fast-moving electrics.

The Dixie Flyer and The Hoosier Flyer were most popular as the cars traveled the 117 miles in comfort with meals served and all night sleeper cars were inaugurated which spent most of the night on sidings so passengers could roll into Louisville or Indianapolis at 9 a.m. Despite such attractions, however, passenger business declined and new emphasis was placed on interurban freight hauling and livestock pickup service. Many towns had pens near the track for loading and unloading of stock for the markets.

By 1930, it was clear that the interurban era was nearing its end. Over-capitalization and high fixed charges were too much for dwindling revenues and small lines folded like flies until today all that's left of Indiana's interurban interlude is an occasional outcropping of weed-cloaked roadbed and an endless collection of memories. The interurban did not last very long but while it lasted, the interurban boom was one of the most exciting, most colorful and most costly chapters in Hoosier history.

developed when the Tilt&E were running back by night. The electrics won every race between Clinton and Terre Haute. Mr. Howell is more familiar with the Terre Haute operation since it involved Clinton and also Montezuma, Dana, St. Bernice, and Danville and Paris, in Illinois.

He recalls that "electrics" in Terre Haute were named after the different schools, such as The Wiley, which was the "hottest" and ran races

with steam trains and was numbered 122; and the 110 was called Indiana State Normal and ran exclusively to Sullivan. These two cars were the only ones which were controlled in the center of the car, all others were controlled from the left side of the car.

Other innovations were the double deckers which carried picnickers in Terre Haute to Collett Park. One of the famous services was the 12-car coal train which hauled coal from the Binkley mine east of Terre Haute for Terre Haute use. One of the motormen who made regular runs to Clinton was Elwin Besse, now deceased. Mr. Howell has the money changer used by Mr. Besse which is now more than 70 years old.

Among other mementoes gathered by Mr. Howell is the old "switch hook" used by Lawrence Giddings of Greencastle who is still living. He also has switch locks and keys that still work and are in good condition.

Sitting in the front yard of Mr. Howell's residence in Plainfield is a miniature "electric" and caboose made by Mr. C. J. Goodwin of Decatur, Ill., 25 years ago. The story is that the city of Decatur tried to purchase the miniature from Mr. Goodwin and he refused to sell. He eventually took a liking to Mr. Howell's young son, Paul, and presented it to him. It sits on an old hand-made station dory or wagon used to transport the caskets from the casket factory to the interurban station for shipment. The casket factory was owned and operated

110 - SULLIVAN ONLY.

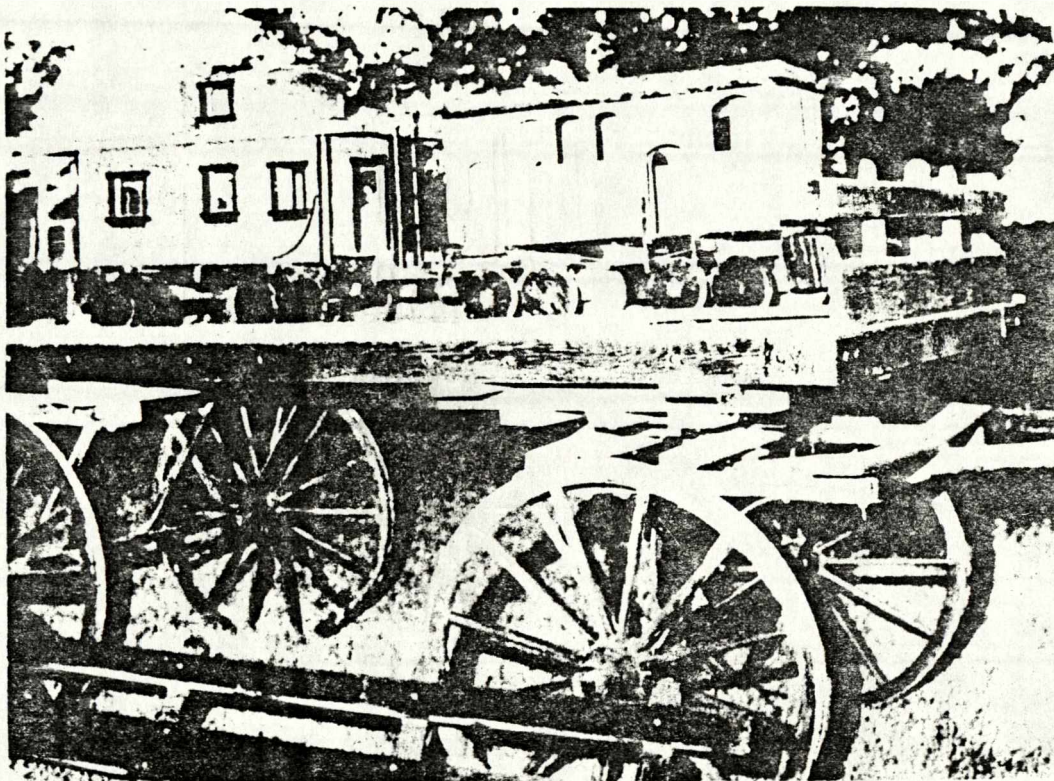
110 - CLINTON.

A GOOD PICTURE FROM THE MOTORMAN'S DAUGHTER

FROM 1912 - 40

I have several articles (Newspapers) from Conductor Thompson's daughter. One telling of the run out of T. Haute and being stranded at Pimento due to the 1913 Tornado. Car #135 at T. Clinton

Clinton Interurban Services Discontinued 42 Years Ago



*Wagon was used
to haul caskets to
Union Station.*

NOT FORGOTTEN - A miniature carving of an electric train and caboose rests on a 75-year-old station wagon used to transport caskets from the Terre Haute Casket Factory to Union Station for delivery on the interurban cars. Rev. Harry Morgan and his son Ted operated the factory until it

was abandoned in Terre Haute. The Morgans are former residents of Clinton. The miniature electric car and caboose was carved by Mr. C.J. Goodwin of Decatur, Ill., and was presented to Mr. Howell's son, Paul. The miniature is more than 25 years old.

- ILLINOIS TERMINAL CO.



soon after being ordained to preach in Joppa, Ind., on September 28, 1948. In those days, Mr. Howell said, the small town of Joppa consisted of the church, a few homes and a school southeast of Clinton.

Mr. Howell remembers that when he had baptisms he contacted Rev. Ray Crawl at the Clinton Baptist church and performed his baptismal services in the Clinton church.

TOOLS OF THE TRADE - Shown above with 'tools of the trade' is Harry H. "Red" Howell of 1006 Longfellow Lane, Plainfield, who admits to being an "interurban nut." Mr. Howell has collected many mementoes of the old "electric" car days and is shown above with just a few. He is holding the switch hook used by motormen to throw switches. On the hook, left to right, are conductor's punch, switch locks with keys and the coin changer more than 70 years old. Lawrence Giddings of Greencastle (still living) gave the hook to Mr. Howell when he heard of his plan to preserve mementoes of the old interurban railroad era.

by Glen Groves

Forty-two years ago on this day, May 24, the last THI&E passenger interurban pulled away from the Clinton station, never to return. That is one of the historical facts compiled by Harry H. "Red" Howell of 1006 Longfellow Lane, Plainfield, Ind.

Ordained a minister in ~~Shelburne, Ind.~~, Mr. Howell soon found out that he would have to have another job to raise his family so he hired on as a hand for the Penn. Central railroad.

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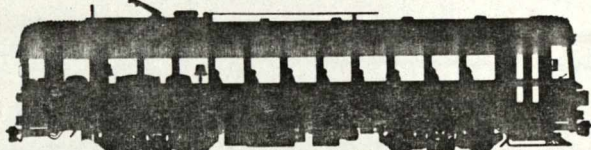
HOBART, INDIANA 46342

FOR IMMEDIATE RELEASE

Indiana once had an extensive system of interurban streetcars, known as the Indiana Railroad System, which linked many cities in the central and southern part of the state and extended north to Fort Wayne and through connecting lines, to LaPorte and the Gary Railways system.

The Central Electric Railfans Association has published a 76 page softbound history of the Indiana Railroad System. The volume includes extensive text and pictures, car plans, a roster of equipment and a replica of Indiana Railroad's first complete joint timetable.

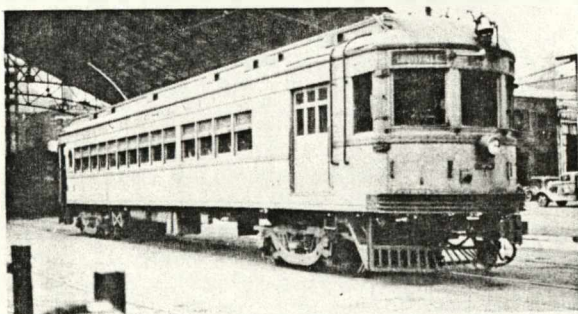
INDIANA RAILROAD SYSTEM is available at \$7.00 per copy from the Hobart Historical Society Museum, 706 E. 4th Street, Hobart (Saturdays, 10 a.m. to 3 p.m.) or ~~from CHS, 110 N. 5th St., Chicago, Illinois 60608.~~



INDIANA RAILROAD SYSTEM



Its short, varied life as a 1930 consolidation of several big interurbans fascinates railfans. The famous "Indiana highspeeds" worked some routes; others had heavy steel cars in the colors of predecessor companies. Older cars ran as freight motors--just a few of a kind. RPO's, secondhand lightweights, and citycars lent more variety. Some cities had trainshed stations and modern LCL



terminals, while at other points small, inexpensive frame buildings did the job. Rural sections included every type of interurban line construction. The system had a little of everything that makes railfans.



A 76-page softbound survey, published in 1950, is again available. Four car plans, a thorough roster, and timetables give you the facts. And you enjoy the elusive flavor of Indiana's partially modernized interurban as you peruse the photos and text. Order your copy today.

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Local Man Builds Model Surface Cars

BY RICHARD C. TUTTLE
Star Staff Writer

Electric powered inter-city surface transportation vehicles is the technical title, but these vehicles are interurbans to those of us with memories at least 20 years back.

Electric powered intra-city surface transportation vehicles is another technical title, but we called them street cars, or "line buggs" while they were painted green.

Whatever they may be called, a Terre Haute man's intense interest in interurbans and street cars has developed into an interesting hobby with outstanding results.

Eugene V. "Gene" Davidson, 1841 S. 28th St., now retired, has been constructing models of Chicago, Terre Haute and Indianapolis traction cars for many years. His basement has paneled walls with at least 15 models on shelves. He also admits to two or three in the garage needing repair, plus several others in the homes of his children.

"It seems I've always had an interest in the street cars and interurbans," Davidson remarked. "I rode both when I was a kid, and there was no greater thrill than riding one of the high speed units to Indianapolis."

Davidson can discuss interurbans, interurban lines, styles, costs, weight and dimensions, other details about the cars for a long time, and it is information, told in a conversational manner. He is a man of the moment.

models he has built in his workshop.

One model, known as a 'lounge car' sits on the television in his living room. About one-third of the car was partitioned off from the balance of the car, the small section being the lounge where smoking was allowed. It is complete with overstuffed couches, and tables with table lamps. The balance of the car has the regular passenger seat.

"There were only a few of these built," the hobbyist explained. "The cost was \$23,000, but it didn't prove to be the attraction hoped for, and they operated less than ten years. The cars would run 85 miles an hour, and could be used only on the Indianapolis-Ft. Wayne run where the terrain was flat."

Davidson's pride and joy seems to be the "Wiley High School", a brilliant yellow, trimmed with the red-and-white Wiley banner. He explained this was a high-speed car, reaching speeds of 60 to 65 miles an hour. The car ran on the Clinton line, and often on the Indianapolis line.

His first model was built in 1943, and was a Cleveland, Ohio car. He also has an Indianapolis-Cincinnati car, although the line did not go into Cincinnati as the track gauge there was different, and the line ended outside of Seymour. There is also a Union Traction car which operated between Indianapolis and Noblesville. For the last 19 years of the car's life it ran between Terre Haute and Indianapolis.

Several of the cars are

and suburbs. The Elgin-Belvidere line operated for 23 years and showed a profit only two of those years, according to Davidson.

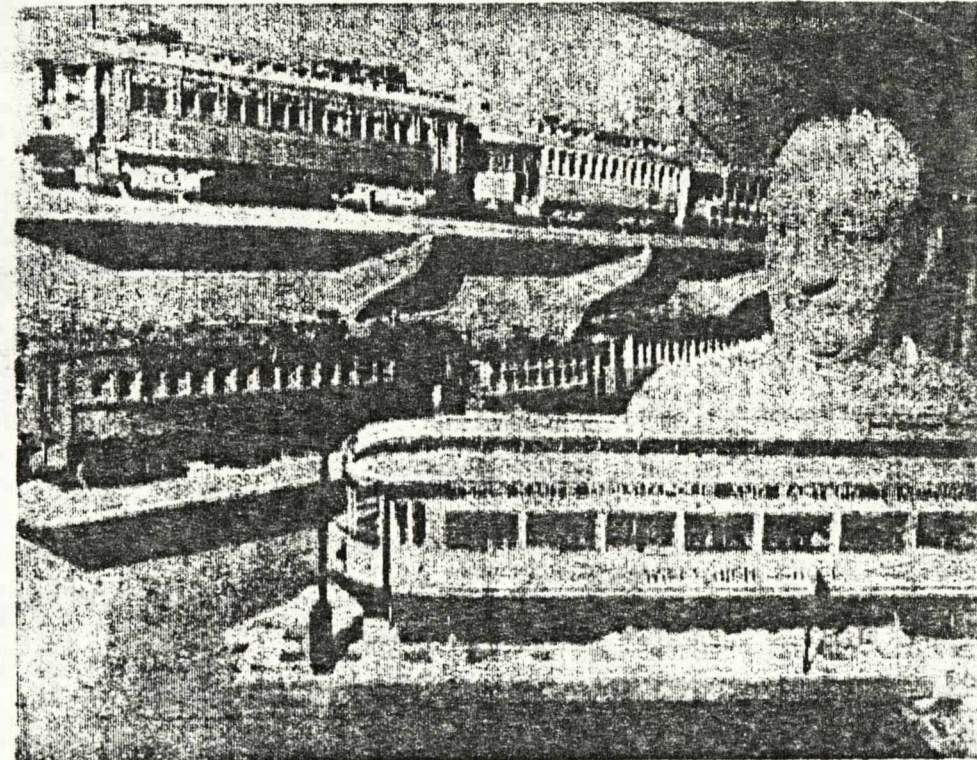
There are two or three models of Indianapolis street cars, the large cars with doors at each end and in the center. The Chicago Transit line purchased 110 cars one year, with 39 of them built by the Cummins Car and Coach Co., Paris, Ill. Some of the cars made in Paris were used on the Halsted St. line.

The cars are complete with seats, controls, insulation strips on the doors, glass windows, entrance-exit doors that function, air tanks and air lines for the brake system, and details for accurate scale models.

Davidson has several books which outline the history of interurbans and street cars to various parts of the country. He is also member of an organization of 'buffs' in Chicago, and was with the group only last week.

"I do not have a model of the 'summer car' which was popular around Indiana in the 1920's," he explained. "This car had open sides, and provided a breezy ride. Of course, it was a fair weather car, operating during the warm summer months on clear days."

One of his models won a prize in the annual Wabash Valley Exhibit sponsored by the Swope Art Gallery. It was well deserved, as the models are truly works of art, preserving a



HOBBY PRESERVES ERA — Eugene V. "Gene" Davidson, 1841 S. 28th St., holds a model of the "Wiley High School" interurban of the Terre Haute Indianapolis and Eastern Traction Co. Clinton and Indianapolis lines. Other models Davidson has built over the years are displayed in the background and on shelves around the basement. Yes, the trolleys work. (Photo by Kadel).

The scale model of the electric street railway system of the 20s - Terre Haute - won an award in the current Valley Exhibit at the Swope Gallery. 1974

Terre Haute Was Part of Vast Interurban Network

EDITOR'S NOTE: This is the second in a series of reports in the Sunday Tribune-Star on electric traction systems, with particular emphasis on interurban and streetcar facilities common throughout this area of the Midwest during the first third of the 20th Century.

By **DICK SUTLIFF**

Tribune Staff Writer

Although its counterpart was found in some countries in Europe, the interurban railway system was an American institution, using heavier, higher-

speed cars than streetcar operations, mostly on private rights-of-way outside cities.

In its heyday, it emphasized passenger rather than freight service, used cars individually supplied with power, and had much lighter track. Typical interurbans operated between cities across the United States.

An interurban line completed from Newark, Ohio, to Granville, Ohio, in 1889 is generally regarded as the first. The first major high-speed interurban line was built from Cleveland to Akron six years later.

During the next decade, vast networks of interurban lines sprung up, particularly in Indiana and Ohio. Limiteds operated between larger cities, such as from Cleveland to Toledo and Cincinnati to Columbus in Ohio.

At one time, it was possible to go from Freeport, Ill., or Elkhart Lake, Wis., to Little Falls, N. Y., by interurban. Of course, one had to change cars many times.

Most Interurban Lines

The heaviest concentration of lines was in five states: Indiana, Illinois, Michigan, Ohio and California. Interurbans were also operated in the coal regions of Pennsylvania, the woods of northern Maine, the Piedmont area of the Carolinas, the valleys of Utah and the fruit-producing Pacific Northwest.

One line climbed over a 10,000-foot pass in the Rockies to get from Victor to Cripple Creek in Colorado.

Shortly before World War I, when the peak of interurban service was reached, there were about 16,000 miles of line in operation.

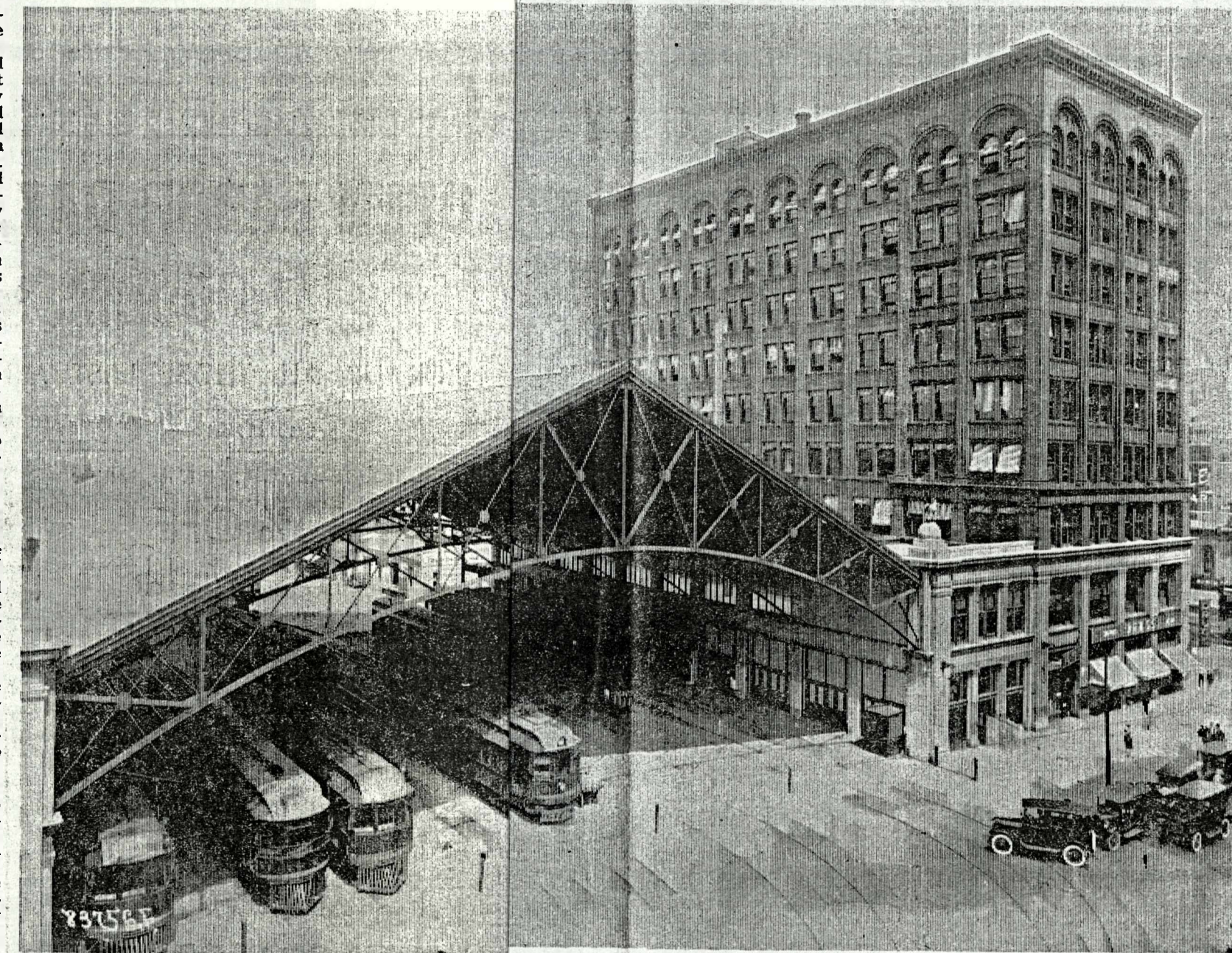
This figure does not include about 2,000 miles of rural trolley lines which operated at slow speeds with streetcar-type equipment in New England and Pennsylvania.

As the use of electricity for local transit and interurban systems developed, main-line railroads began electric operations, initially to eliminate smoke in long tunnels.

There was considerable electrification of suburban commuter lines, with major installations being the Illinois Central in Chicago, and the Long Island, the Reading, the Pennsylvania, the New York Central and the New Haven in the Philadelphia and New York metropolitan areas.

Railroad Electrification

There was some electrifica-



THE OLD INDIANAPOLIS TRACTION TERMINAL — The world's largest and most impressive interurban terminal was in Indianapolis. It was opened in 1904. By 1910, there were nearly 400 interurbans operating in and out of the terminal in the 100 block of W. Market St. The Central Electric Railway

Association and several interurban companies maintained offices in the nine-story building adjacent to the terminal tracks. Seven million passengers used the terminal in 1914. The building was razed last year. Blue Cross-Blue Shield is constructing a huge office building on the site.

tion of long-distance trunk-line railroads undertaken in this country.

Principal examples were the Pennsylvania Railroad's New York-Washington and Philadelphia-Harrisburg lines, electrified in the 1930's and the pioneer installation of the Milwaukee Railroad in the Rocky Mountains.

The development of the diesel locomotive, also in the '30s,

abruptly ended further expansion of electrification.

In the early days of electric traction, many experiments were conducted with low-voltage operations to lessen the possibility of shocks. With the perfection of the trolley system, 600 volts was found most satisfactory, and became fairly standard.

Direct current was used, mostly because it provided

superior starting ability, and long distances without excessive use of lighter motors. Converters voltage drop.

and rectifiers were utilized in several lines adopted single-substations where alternating phase alternating current about current of commercial power 1900, typically at about 6,000 volts, but this turned out to be

Voltage Unsatisfactory more costly in the end because

With the continuing growth of much greater weight of the interurban operations, it was cars and more serious maintenance agreed that the 600-volt direct current problems.

The last interurbans built current operation was not entirely satisfactory, because it used 1,200 to 1,500 volts direct could not be transmitted overcurrent, in most cases.

Different systems were used on suburban and main-line operations. These included 600 volts direct current and a third rail, 1,200 volts direct current and overhead trolley, and low-voltage alternating current motors with step-downs on the cars.

The interurban industry was never overly profitable, and the coming of the automobile sealed its fate. By the end of the 1950s,

the last purely interurban passenger service was gone, and only four of the high-speed suburban operations remained.

Profits Were Low

Interurbans were moderately successful at first, but their profit return was never as much as would have been considered adequate in other industries.

Lines were often locally financed and promoted, and the industry suffered from failure to reach intended destinations, and great optimism of many interurban promoters.

The period of greatest construction of interurban systems was in two phases in the early 1900s, but the advent of the automobile resulted in the decline of the interurban industry.

The industry was virtually wiped out between 1928 and the mid-1930s by the combination of the motor carrier competition and the Great Depression of 40 years ago.

About 86 per cent of the interurban mileage in the United States has been abandoned, with the remainder surviving through integration into railroad networks.

NEXT WEEK: The Midwest Interurban System.

Indiana's Interurban Network

EDITOR'S NOTE: This is the third in a series of reports in the Sunday Tribune-Star on electric traction systems, with particular emphasis on interurban and streetcar facilities common throughout this area of the Midwest during the first third of the 20th Century.

With its roughly 2,000 miles of interurban lines, Indiana ranked second among the states in the size of its network. Ohio was first, with 2,800 miles, and Illinois was third, with 1,400 miles.

From Indianapolis, interurban lines radiated to every major community except Bloomington. There was no interurban service to Vincennes or Madison, or from the Calumet Region south to the Wabash River.

Strangely enough, the two large interurban systems in Illinois—one in the Chicago area, the other in the central part of the state—were never connected, and the closest the mid-state system came to joining Indiana was 20 miles.

The Indiana-Ohio network was joined to the Chicago interurban system through the roundabout Winona Railroad route. There were many gaps in the Illinois system, mostly because Chicago's upstate location was too far from major southern Illinois points to make connections practical.

In Ohio, no town of 10,000 or more was without interurban service. The Buckeye State boasted a highly developed interurban network by 1908, but most of it had been abandoned by 1939—half of it by as early as 1932.

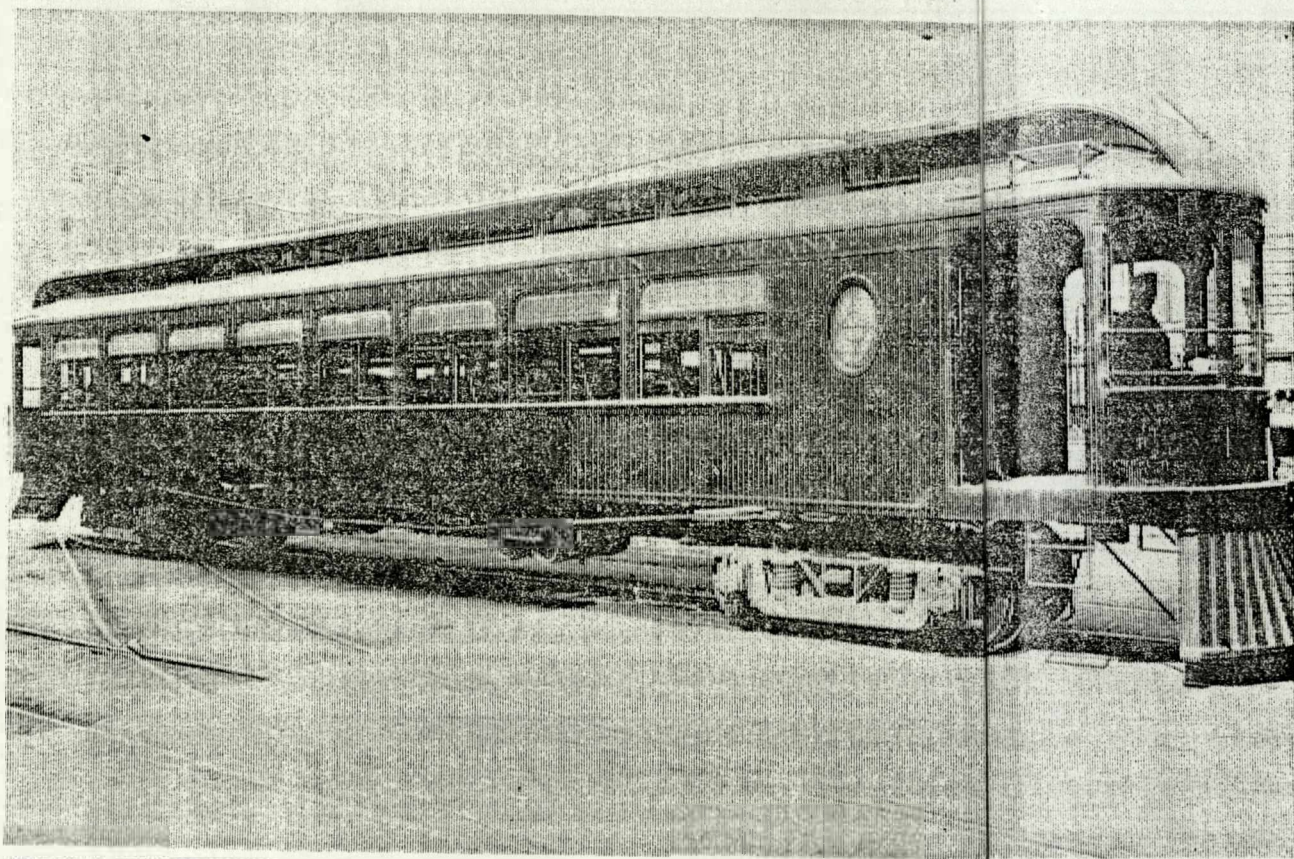
Area Interurban Lines

Interurban lines in this area operated between Terre Haute and Brazil, and on to Indianapolis; Terre Haute and Clinton, Terre Haute and Sullivan, and Terre Haute and Paris, Ill.

The fare from Terre Haute to Clinton and Brazil was 25 cents, while the fare from Terre Haute to Sullivan and Paris was 35 cents, according to historical newspaper columns.

There were many whistlestops along interurban routes. The stops were known to nearly everyone by number, and roads leading from them still carry such familiar names as Stop 14, Stop 18, etc.

Local trains generally operated at speeds of about 25 miles per hour, while limited runs as fast as 50 miles per hour or



TYPICAL INTERURBAN CAR IN TRACTION ERA—The No. 37, a Terre Haute, Indianapolis and Eastern (THI&E) Traction Co. interurban passenger car, operated for many years between Terre Haute and Indianapolis. The car featured a baggage compartment just behind the motorman, and a smoking area ahead of the regular passenger seats. The car made stops at Brazil and Greencastle as it carried people from here to the Hoosier capital.

power house could furnish it.

However, development continued, and on Nov. 15, 1885, the South Bend Street Railway ran the first successful electric car in Indiana. Economically, though, it failed, again because of high power requirements, and in 1886, the line dropped its electrified cars and went back to using the mule.

City Service Noted Here

On Aug. 30, 1888, the first car operated on the tracks of the Lafayette Street Railway, and by 1895, electric systems were running in Terre Haute, Vincennes, Evansville, Indianapolis, Richmond, Kokomo, Fort Wayne, Anderson, Muncie, Elwood, Columbus, Logansport and South Bend.

There were 173 miles of electric lines in the state in 1893, and 92 miles of mule-operated lines. The number of electrified cars that year totaled 402, and there were 167 mules pulling cars throughout the state.

Only a year later, the statistics were remarkably differ-

operating status in Indiana. In addition, another 250 filed articles of incorporation, but business recessions kept them from getting past the planning stage.

Interurban companies had their problems, what with labor strife, battling injunctions by rival firms, getting operating franchises, etc.

Most of the difficulties arose when steam railroads objected to interurbans crossing their lines, but the courts generally decided in favor of the interurbans, after much time lost through the litigation.

There were incidents of physical violence, including one in Crawfordsville after the city council revoked a franchise and the interurban company moved in laborers

who battled police and firemen in a wild melee.

But the line went through, after about 1,000 Crawfordsville residents petitioned and obtained the dismissal of a contempt suit filed against the line by the city as a result of the street brawl.

The first interurban sleeper service in the United States was offered on Sept. 15, 1903, when a Holland Palace Car was placed into operation between Indianapolis and Columbus, Ohio.

The worst interurban disaster in Indiana occurred on Sept. 21, 1910, when two interurbans collided head-on north of Kingsland. Forty-two persons were killed.

Frank Caspar Wagner, president of Rose Polytechnic Institute, was killed on Nov. 21, 1928, when his auto was struck by an interurban car as he was leaving the campus.

The small Central Illinois Traction Co., which operated 10 miles between Charleston and Mattoon, was to have eventually connected with the Terre Haute-Paris line at Paris.

But in 1907, the line experienced a head-on collision that killed 18 persons and injured 50. It became one of the first interurbans to be forced into receivership by damage claims.

The first interurban line to abandon service in Indiana was the Goshen, South Bend and Chicago on Nov. 3, 1917.

All principal lines were



MODEL INTERURBANS—Robert S. Henley of 1219 8th Ave., a local postal clerk and interurban buff, admires part of his collection of interurban and streetcar models at his home. Henley subscribes to interurban publications, and has become quite an authority on the old electric traction systems in this area. Photo by Martin.

merged in 1930 into one big traction empire, the Indiana Railroad (IRR), which eventually operated 956 miles of lines, largest of any in the country.

The THI&E abandoned 188 miles of line in late 1930, and less than a year later, the IRR took over all THI&E properties.

By the end of 1931, the IRR had abandoned 70 miles and 205 more in 1932. Sleeper service

was discontinued between Indianapolis and Louisville.

Even as it began to abandon tracks, the IRR placed in service 35 deluxe all-steel high-speed coaches, and assigned them to limited service between Indianapolis and Fort Wayne, and Indianapolis and Louisville.

IRR Declines

A six-week strike by IRR employees, coupled with an economic recession, forced more abandonments, and the line began substituting trucks and buses. The IRR never completely recovered from this setback.

Before World War II, local service ended, not only in Terre Haute, but also in Vincennes, Evansville, Anderson, South Bend and Mishawaka.

The IRR ceased rail operation in 1941. Only four strictly interurban rail sections remained. One of them was a spur connecting the Binkley Mine and the Milwaukee Railroad, east of Terre Haute. The spur was abandoned in 1942.

The last true interurban operation ended when the Evansville and Ohio Valley converted to buses and trucks on Dec. 31, 1946, according to Marlette. Most of the rest of the mileage was abandoned by 1947.

The end of the last city railway service in Indiana came on Jan. 9, 1953, when the College Avenue Line in Indianapolis rolled its last cars.

Interurban cars were generally of two types—small local or short run vehicles, and large limiteds for use on longer and through trains.

Most were combination passenger and baggage-express, and

Continued On Page 26, Col. 1.
TURN OVER

newspaper columns.

There were many whistlestops along interurban routes. The stops were known to nearly everyone by number, and roads leading from them still carry such familiar names as Stop 14, Stop 18, etc.

Local trains generally operated at speeds of about 25 miles per hour, while limiteds ran as fast as 50 miles per hour or slightly higher.

One famous interurban was the Highlander, which made the Terre Haute-Indianapolis run in two hours and five minutes, and was described in one publication as the "hotshot between Indianapolis and Terre Haute."

Cars of the Terre Haute, Indianapolis and Eastern Railroad (THI&E), which operated throughout central Indiana, had a "balancing speed" of 55 miles per hour, seating capacity of about 50, and 50-square-foot baggage areas.

One of the THI&E's finest cars was No. 122, named the "Wiley High School."

Interurban Terminal

The present bus station was the interurban terminal in Terre Haute. Interurban service also was maintained between the bus terminal and the former Union Station here.

A publication by the Terre Haute Chamber of Commerce in 1920 listed 73 passenger trains coming into Terre Haute daily, and a like number departing.

Passenger trains handled about 8,000 persons daily, the publication said. In addition, 30 miles of city (streetcar) lines featured 50 cars which carried about 15 million passengers each year, the chamber booklet said.

A THI&E car, bound from Indianapolis to Martinsville, was held up Jan. 30, 1923, by two masked bandits near Maywood, just southeast of Indianapolis.

The car stopped on the bandits' signals, and the robbers climbed aboard, firing into the car. The passengers and crew were forced outside, lined up along the roadbed, and robbed of about \$1,000 in cash and valuables.

One of the most complete histories on the Hoosier interurban system, "Electric Railroads of Indiana" by Jerry Marlette, was published in 1959 by the Indiana Council for Local History.

The first recorded attempt at electrification in the Hoosier State was that of the South Bend Street Railway in 1882. But it wasn't considered successful because current was dissipated into the ground faster than the

Wayne, Anderson, Muncie, Elwood, Columbus, Logansport and South Bend.

There were 173 miles of electric lines in the state in 1893, and 92 miles of mule-operated lines. The number of electrified cars that year totaled 402, and there were 167 mules pulling cars throughout the state.

Only a year later, the statistics were remarkably different. There were 269 miles of electric lines, as against only 29 miles of mule-operated lines. And there were 640 electric cars, versus only 43 mules being used.

The first intercity line was the Marion Electric Street Railway Co., formed in 1889.

Charles L. Henry, an Anderson lawyer, is credited with coining the word "interurban." In 1891, he purchased the Anderson mule line, electrified it the following year, and set out to promote a network of lines connecting various cities of the Indiana gas belt.

Brazil Service Starts

On July 16, 1892, the Brazil Rapid Transit Co. opened a line running through Brazil from Harmony to Cottage Hill, a distance of 4½ miles. (Some historians credit the Brazil line as the first interurban in Indiana.)

On Jan. 1, 1898, Henry's Union Traction Co. operated its first car between Anderson and Alexandria, a distance of 11 miles. (Most historians credit this as the first truly interurban, because it connected two cities.)

Between 1895 and the turn of the century, city lines were electrified in Washington, Madison, Hammond, East Chicago and Whiting, and intercity lines connected several northern Indiana communities, including South Bend and Elkhart.

At the beginning of the century, about 100 companies were forming, and 100 miles of railway was under construction.

It was a big day in Indianapolis on Jan. 1, 1900. The Indianapolis, Greenwood and Franklin Railroad operated its first car to Indianapolis from the Greenwood shops, 12 miles south of the capital city.

Other lines opened in 1900 were those between Terre Haute and Brazil, Indianapolis and Greenfield, LaPorte and Michigan City, and Aurora and Cincinnati.

At the end of 1900, there were 678 miles of electric lines in Indiana, operating 671 motor cars and 308 trail cars. Seven miles of mule lines operated 13 cars.

200 Operating Companies

Nearly 200 companies gained

the city council revoked a franchise and the interurban company moved in laborers killed head-on north of land. Forty-two persons

Railroader Extolls Long-Departed Rival

FILED BY
INTERURB.

By WAYNE GUTHRIE

This may read like a paradox. However, it is true.

The Rev. Harry H. Howell, Plainfield, never worked on or for an interurban line. To the contrary, he spent 36 years as a railroader.

In their heyday, interurban lines were in direct competition with railroads and in many cases were parallel with them. Hence, there never was affinity between them.

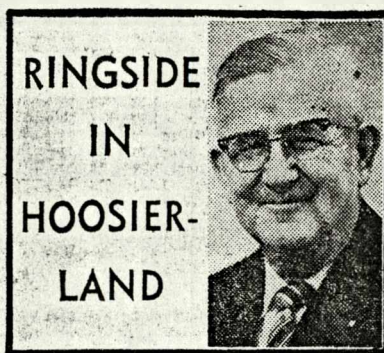
Nevertheless, Rev. Howell has been an interurban buff off as long as he can remember. That can be accounted for by the fact the Terre Haute-Clinton branch of the old T.H.I. & E. Traction Co. line passed his boyhood home in what now is known as North Terre Haute. Then it was called Ellsworth.

Hence, for years he has traveled hundreds of miles and talked to countless people as he assembled all sorts of information, including priceless pictures of the era when the interurban provided a popular means of low-priced transportation not only for short trips connecting farms, towns and cities but for long hauls.

All those tireless efforts resulted in a labor of love that produced a paperback entitled "Along the Line." Its 80 pages are replete with interesting reminiscences, stories, incidents, pictures and other information relating to the branch line that operated from 1902 until 1931 when, like the many other such lines in Indiana, it bit the dust.

Much of this material was provided by the hundreds of persons he interviewed. Included are 190 illustrations, such as pictures of many once-popular cars, wreck scenes, street views, crews, buildings, stations, popular entertainment and picnic centers of that era, floods, parades, celebrations, bands, athletic teams and individuals.

This accomplishment seems to have whetted his ambition because he now plans to write a book on each of the other 11 divisions of that interurban line



with such extensive mileage. Right now he is at work on the Indianapolis-Martinsville division, one of the shortest in the entire system. It also had divisions reaching out from Indianapolis to Richmond, Terre Haute, Lafayette and Crawfordsville. The longest was that between Indianapolis and Terre Haute.

How he came to write the book harks back to one night in 1974 when he began writing for Mrs. Robert Clark, Vigo County historian, an article recalling some of the unforgettable rides he had taken on that particular branch between Terre Haute and his home.

After he had completed the first four typewritten pages, he showed them to his wife, who suggested he put his material in book form. The book is the result.

Rev. Howell said he has had an avid interest in railroads and interurban lines since early boyhood:

"My mother told me the first knowledgeable words I ever spoke were 'Choo choo train.'"

The regular price for the book is \$5.95, plus tax. For orders outside the state it is \$6.75, which also takes care of insurance.

An ordained Baptist minister, Rev. Howell has no regular pastorate now but does interim service.

As a railroader, his last service has been with ConRail. He is in the freight pool. Originally a fireman, he was promoted in 1944 to engineman, commonly referred to in layman's language as engineer.

6 - COMET 6

SUNDAY—xxxxxx

Sunday — Landmark —

By DOROTHY CLARK

Each year ISU architectural students are assigned different buildings and residences to research their history, type of architecture, former tenants and owners, name of architect, date when built, etc.

This year, Bruce Thompson, Class of '74, chose the Terminal Arcade building, on the north side of Wabash Avenue, between 8th and 9th streets. He was able to learn more about his topic than any previous student by delving into old records at the Historical Society's Museum library.

Interurban transportation service began in Terre Haute in the 1890's. In 1910 a round trip ticket to Brazil cost only 20 cents. By this time the Terre Haute Traction and Light Company had service as far north as Clinton, east to Indianapolis, south to Sullivan and west to Paris, Ill.

Interurban lines ran to all parts of Indiana from the Indianapolis terminal. People would travel on these electric trolley cars for commuting back and forth to work, shopping, and for all the usual reasons people travel now on highway buses, in private automobiles, or private of commercial airlines.

In 1910, the Traction Company decided a new terminal was

needed in Terre Haute, so the old Evans Bicycle Shop, 820 Wabash Ave., in Rose Addition, Lots 80 and 81, was purchased. When the shop moved next door, the old building was torn down.

In 1911, the new Terminal Arcade was built by two carpenters and a building contractor superintendent from out of town. His identity is unknown at this time.

Skilled stone-carvers were hired to do the still beautiful carving on the facade. Using a mallet, hammer and chisel, two men worked high on a scaffold covered with a tarpaulin draped over the stone front to shield the pedestrians on Wabash Avenue.

These skilled artisans worked from drawings tacked on the scaffolding, executing the fine scrollwork with trailing vines and leaves "freehand" cutting the design on previously set stones. The stone basket placed on top the entrance is much admired as a fine example of the stone carving done over a half century ago.

The building is 45 feet wide and 98 feet long, one-story with 12 columns supporting the 34-foot ceiling. The full basement has a 10-foot ceiling.

The interior is of plaster and dry wall construction; the exterior has brick sides and stone at front and back. The floors are now concrete, but before 1943 they were of cast iron and bullseye glass block construction. The original plan allowed daylight to filter in from the open ends of the open arcade and from the skylight up on top down to the shops located below ground level in the basement.

The glass cupola on top the arcade was torn down many years ago. There is no attic in the terminal building, and all of the structural framing is of wood and steel.

The main hall or arcade used to be open at both ends, the north and south, to let light and air into the terminal. On each side of this open arcade, both levels, were shops of all descriptions. There also used to be a stairway from the Wabash Avenue side down to the basement level so shoppers could go directly to the shops below without going into the terminal building.

In 1912-13, William P. Clay's saloon was located in the basement of the Terminal Arcade (only one of the 252 saloons listed in the city directory!). The Arcade Cigar Company, Sylvester Beasley, manager, was located in Room 14.

The Terminal Arcade was listed as 820-822 Wabash Ave. To confuse the situation, there was also an Arcade Building at 116 S. 6th St., and a Terminal Buffet at 726½ Wabash Ave., in the Rea Block. Walter E. Roach

When the building was new, a huge iron open work sign spelled out "Interurban Terminal Station" out on the roof. Unfortunately, this has been lost some time after its removal.

Two columns at either side of the two entrances are not truly Doric as they lack the slight bulge into the middle and their bases do not conform to that period.

When the interurban service of Terre Haute was closed down Jan. 11, 1940, Wesson bought the building. Huffman & Company bought the building from Wesson. The last use of the building was as a bus terminal. It has been vacated early two years.

There are no immediate plans for the building, according to a Hulman & Company spokesman. It is hoped some useful purpose can be found for this interesting 62-year-old landmark.

See p. 2

63-Year Landmark
Graces Wabash Valley

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The Terminal Arcade was listed as 620-822 Wabash Ave. To confuse the situation, there was also an Arcade Building at 116 S. 6th St., and a Terminal Buffet at 726½ Wabash Ave., in the Rea Block. Walter E. Roach was the proprietor.

The Terre Haute, Indianapolis and Eastern Traction Company (Lessee: The Terre Haute Traction and Light Company) was listed at 663 Wabash Ave. At least T. F. Grover, manager of the Light, Power & Auditing Dept., was at that address. The passenger depot was located on the west side of 9th Street between Wabash and Cherry streets. The freight depot was listed as 100-118 N. 9th St.

By 1915 the City Directory listed several more businesses and shops in the Terminal Arcade building. Jacob L. Grubb had opened a barber shop in the basement. His residence was listed as 1100½ Wabash Ave.

The Ratteree Real Estate office was located in Room 11. Allen H. Ratteree, who boarded at 805 N. 9th St., and his relative, Ira C. Ratteree, who lived at 808 N. 9th St., were the owners of the business.

Laura Markle had set up a sheet music shop in Room 12. She boarded at 1100½ N. 4th St.

Sylvester Beasley and A. Julian still ran the cigar store on the ground floor of the Arcade. They lived at 508 S. Center St.

The north and south ends of the arcade were closed up with glass brick and stonework, and double doors were installed as back and front entrances.

RICHARD C. Tuttle: Main Street *STAR 3/19/79*

the years ahead.

Another Era

Terre Haute was a frontier town, an outpost that developed into a river town (and somewhat of a canal town). As times changed, the railroads and coal mines dominated the economy.

Both of these started to decline in the 1920s, and the truck lines grew to a major portion of the area economy. World War II gave a brief stimulus to the rails and mines, but the decline was more rapid after 1946. Truck lines then came more strongly into the picture and education mushroomed into the dominant economic factor.

Education remains at the top of the area economy, and truck lines are declining with manufacturing moving into a strong second spot.

The diversity of the area economy is its strong factor. Only last week Hercules announced a major addition which will result in more jobs.

If we could only be as proud of the appearance of our town as we are of the institutions of higher learning, industry, business firms and people . . . just cleaning up would help.

Interurban

In the 1920s and 1930s Indiana had the best and most extensive interurban system in the nation. Terre Haute was a western terminus for the Terre Haute, Indianapolis and Eastern Traction Co., with lines out

of here to Sullivan, Clinton and Paris, Ill.

Riding the interurban to Indianapolis was a thrill almost as big as riding the train. The scenery from both the train and interurban was much the same, except U.S. 40 parallels the traction track most of the way to Indianapolis. Now and then a car would challenge the speed of the traction, which could reach 70 mph.

Interurbans on the Clinton, Sullivan and Paris lines also stopped at most road intersections to discharge or take on passengers. On the Indianapolis run, however, stops were made at Seelyville, Brazil and Harmony then the line swung north to Greencastle, then east again through Coatesville and Clayton, Plainfield and Indianapolis.

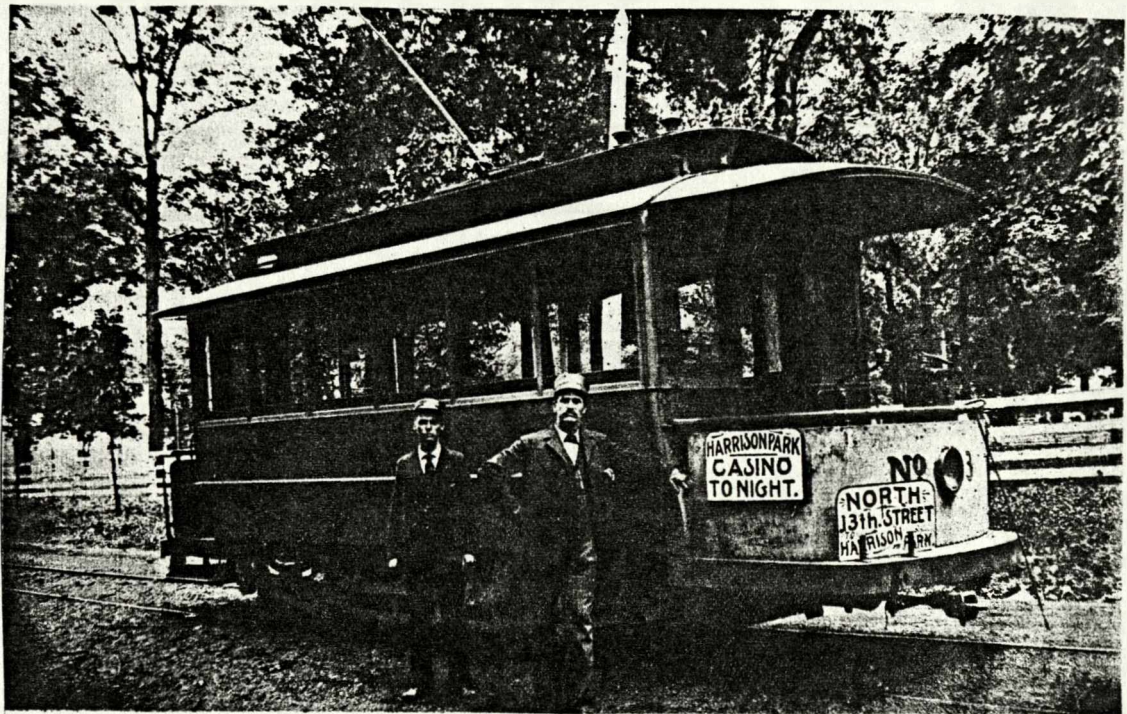
Most of the cars carried some freight, there also were freight cars only, and now and then, a power passenger car would pull a "drag" freight car.

At high speeds, the ride was about as smooth as a passenger train . . . the ride depends on the roadbed. Tickets were fairly reasonable, slightly under a fare on the train. The trip took a little longer because of the number of stops made by the car.

The electrically powered cars could get to cruising speed much faster than a train, and it seemed to go faster because it was all alone. And it was faster than any bus.

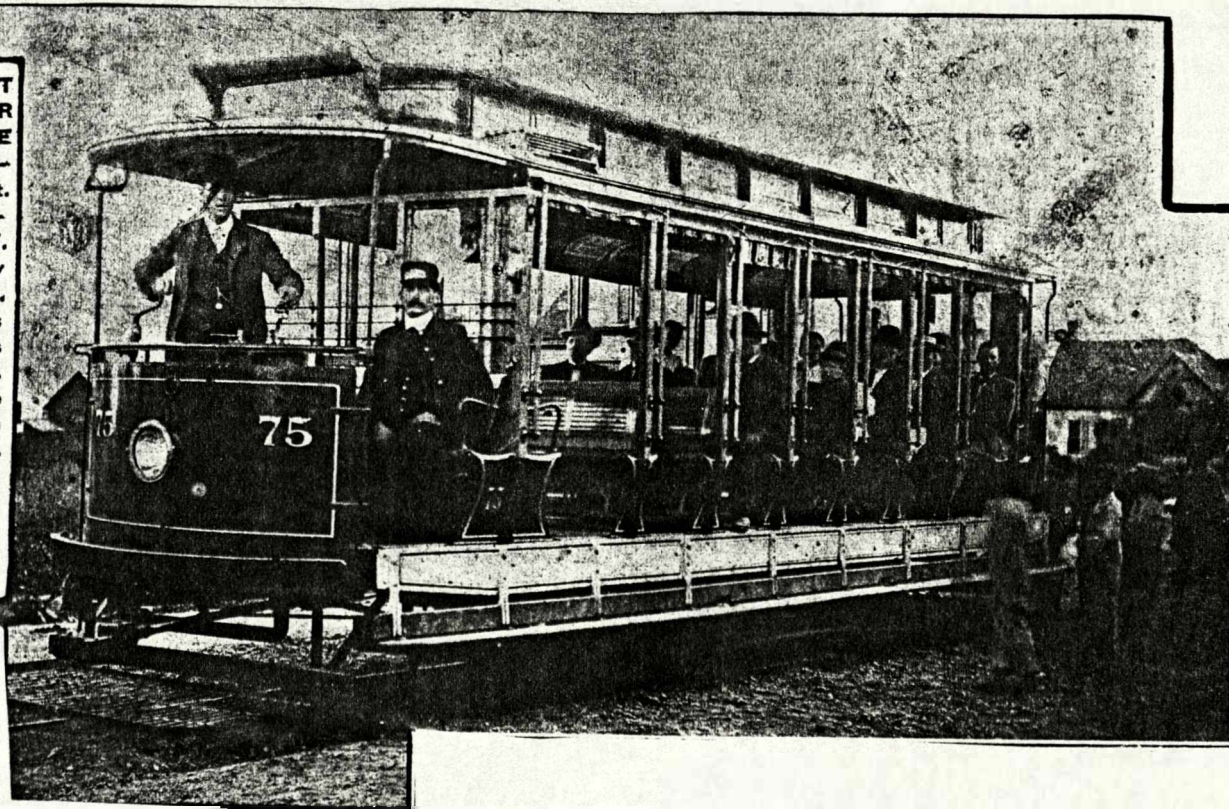
Those who have ridden the traction, at least most of them, will say they enjoyed the trip.

Property of
Vigo County Historical Society



GOING BACK FORTY-THREE YEARS—Twelve passenger, stream-lined model which ran to Harrison Park Casino, north of Collett park. Crew: Osgood Harkness and Sam Freese (who furnished the picture.) *July 20, 1939*

**FIRST STREET
CAR TO ENTER
WEST TERRE
HAUTE, 1903.—**
Operated by Supt.
M. M. Nash, pas-
sengers, John W.
Ratcliffe, Timothy
Donovan, A. F.
Miller, Charles
Rhodes, Dennis
Gosnell, Henry L.
Esminger, Clyde
Brown, William
McIlroy, W. A.
Sanford, Burton
Cassaday, John
Snack, Thomas
Possoft, Dr. John
Hunt, and others.



Property of
Vigo County Historical Society

OT car

Interurban: Gone, Not Forgotten

First of Two Articles

By MIKE ELLIS 3-6-78

The old interurban railroad system, now only a memory for 40 years, was far ahead of its time.

During the first half of this century Americans gave little concern to energy shortages. Gasoline was cheap and plentiful, and commuters held more interest in better roads and faster cars than in the interurbans.

The interurban traction empire fell as swiftly as it had grown. But with threatening energy shortages, the electric-powered interurbans might have been the answer to present mass transportation problems.

Only one true interurban system remains in the U.S. The Chicago, South Shore & South Bend, which daily travels the southern rim of Lake Michigan, is the last vestige of a state interurban network rivaled by none.

Indianapolis was undisputedly the center of the interurban railroad during its heyday. The old Traction Terminal, which occupied the 100 block of North Illinois, was the largest in the U.S.

Interurban routes were widespread by 1900, and companies proliferated wildly in the following decade. Nearly 200 companies operated at one time, while incorporation papers were filed for another 250 companies that never saw business.

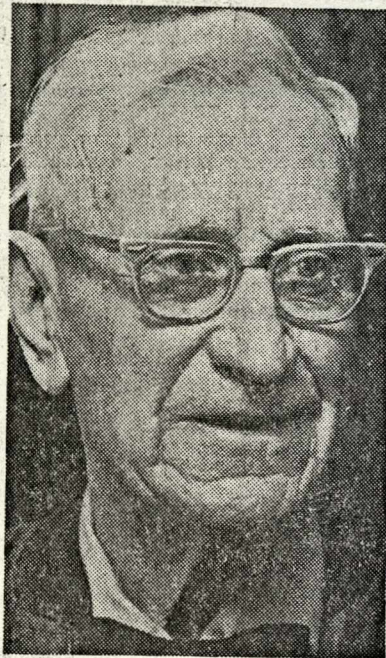
In its brief existence the interurban system left indelible marks on Central Indiana. Interurban rails occasionally appear through chuckhole streets and old right-of-ways run along power lines.

The Southside Stop 8 (Edgewood Avenue), Stop 10 and Stop 11 roads refer to interurban stops.

Herschel VanSickle, 931 E. Southern, recalls developing his fondness for interurban trains as a boy. He and his family would catch a train near their farm in Julietta (southeastern Marion County) for their ride into Indianapolis.

"It was always pleasant spending a Sunday afternoon riding the interurban trains, as was done in the earlier days," VanSickle said. "We'd go to Peru, for a Sunday excursion, or go to Louisville for a baseball game, or just for the

The Interurban System



Bill McElwain



Bill McElwain



Irvin Hewson

1913 then line foreman on the Martinsville route.

"For a number of years it (the interurban system) was a pretty big thing, even down in the Martinsville end," McElwain said.

McElwain "did a little bit of everything," which included working on lines, repairing cars and working in substations.

"They (interurban cars) were real nice. They rode good, the seats were comfy and it was a nice way to travel," he said. "They were really quiet with the electric motors. The noisiest sound was that of the air pumps."

Most interurban lines ran down the middle of city streets, but did not tie up traffic, McElwain said.

"A lot of traffic could move at either



Map by Vane A. Jones

Map shows abandoned electric train lines throughout state.

side of the track," he said. "They (traction cars) got in and out of the cities very well."

Irvin Hewson, 77, Greenfield, first took a job in 1921 with the THI&E. He was laid off in 1932 but took a job with

them, and it was a good way to meet and make friends."

Charles Marsh, 80, Muncie, worked as a trainman in Michigan a few years before his service in World War I. He



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Map shows abandoned electric train lines throughout state.

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Irvin Hewson, 77, Greenfield, first took a job in 1921 with the THI&E. He was laid off in 1932, but took a job with the Indiana Railroad from 1935-37.

Hewson worked as a motorman and a conductor, making the trips between Indianapolis and Richmond and Indianapolis and Terre Haute. He came to know many daily passengers by their first names.

"It was fascinating work," Hewson said. "Everyone liked them who rode

them, and it was a good way to meet and make friends."

Charles Marsh, 80, Muncie, worked as a trainman in Michigan a few years before his service in World War I. He recalls interurbans as "clean and economical."

"They were so much cleaner than the steamroads. They were fast, and they went through the towns faster than the steamroads did," Marsh said.

"They (traction cars) were fascinating. Going from one town to another just kind of gets in your blood."

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"It was always pleasant spending a Sunday afternoon riding the interurban trains, as was done in the earlier days," VanSickle said. "We'd go to Peru, for a Sunday excursion, or go to Louisville for a baseball game or just for the ride."

VanSickle always rode interurban cars whenever possible. When he lived in Irvington in the 1920s, he would pass up the cheaper trolley cars (7 cents) for the 10-cent interurban ride.

Later, VanSickle took a job in 1928 as a brakeman with the Terre Haute, Indianapolis & Eastern (THI&E), making the run nightly between Indianapolis and Richmond. He was laid off after one year's work, as the company went into receivership in 1930.

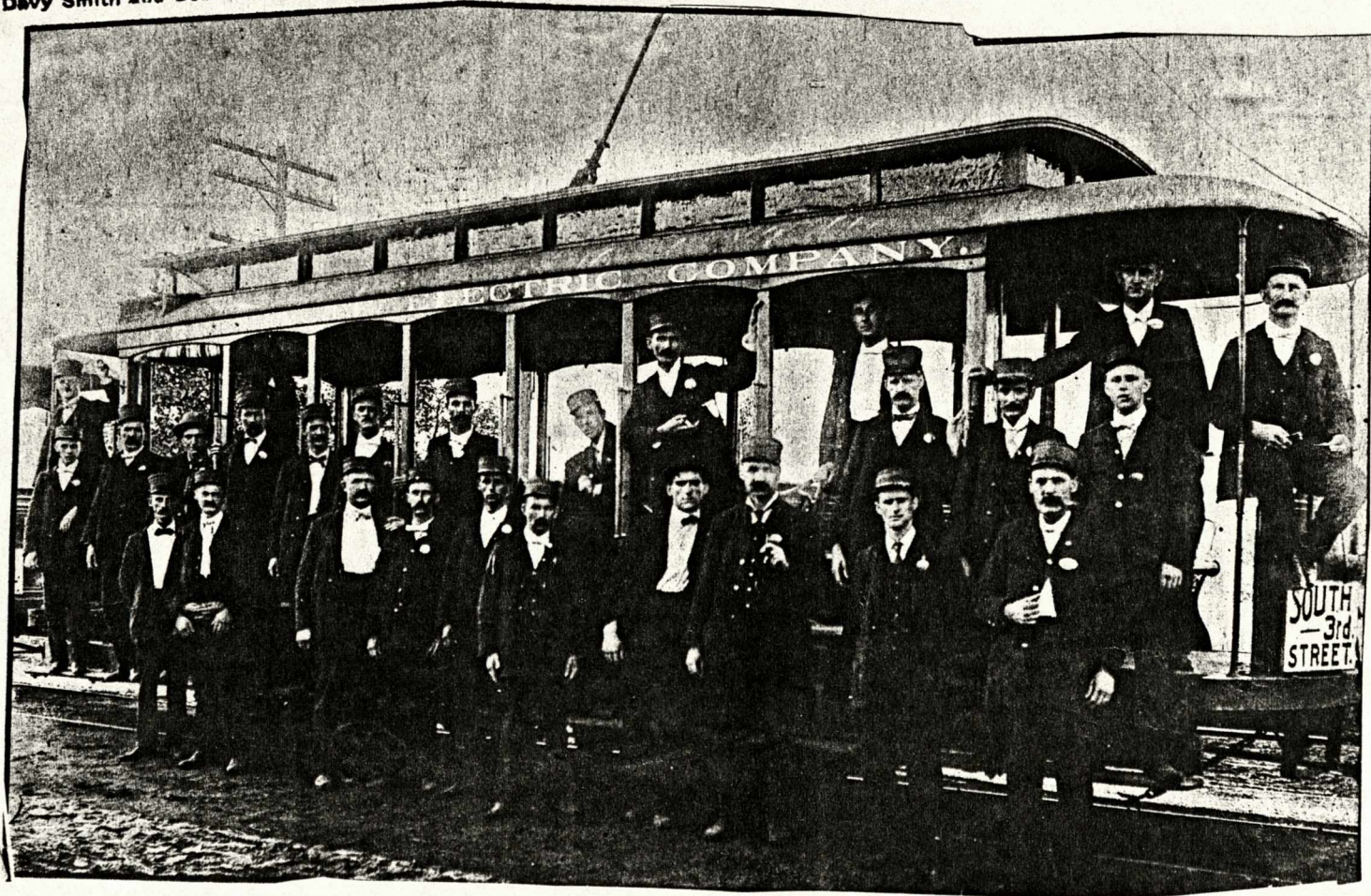
"I thought it would be an enjoyable occupation, I guess. I knew a great many people who worked on the traction line because I often rode them downtown," he said. "It was just something of interest."

VanSickle, who rode freight cars, warned approaching passenger cars of his coming and pulled over on the passing tracks. He had to walk outside the freighter to signal with railroad flares.

Bill McElwain, 84, Mooresville, started out as a groundman with the old THI&E in 1911. He became a lineman in

See p. 2

ward, Frank Yates, Pat Healey, Ira Merring, Andy Umble, Lee
Davy Smith and Bob Martin.



Property of
Vigo County Historical Society

FORTY - THREE YEARS AGO—The Traction Company brought No. 70 to Terre Haute, a double-decker street car, and rides thereon were quite a thrill. This trip seems to have carried the old Ring gold band. Photo furnished by Sam Freese.



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681½ Wabash Avenue.

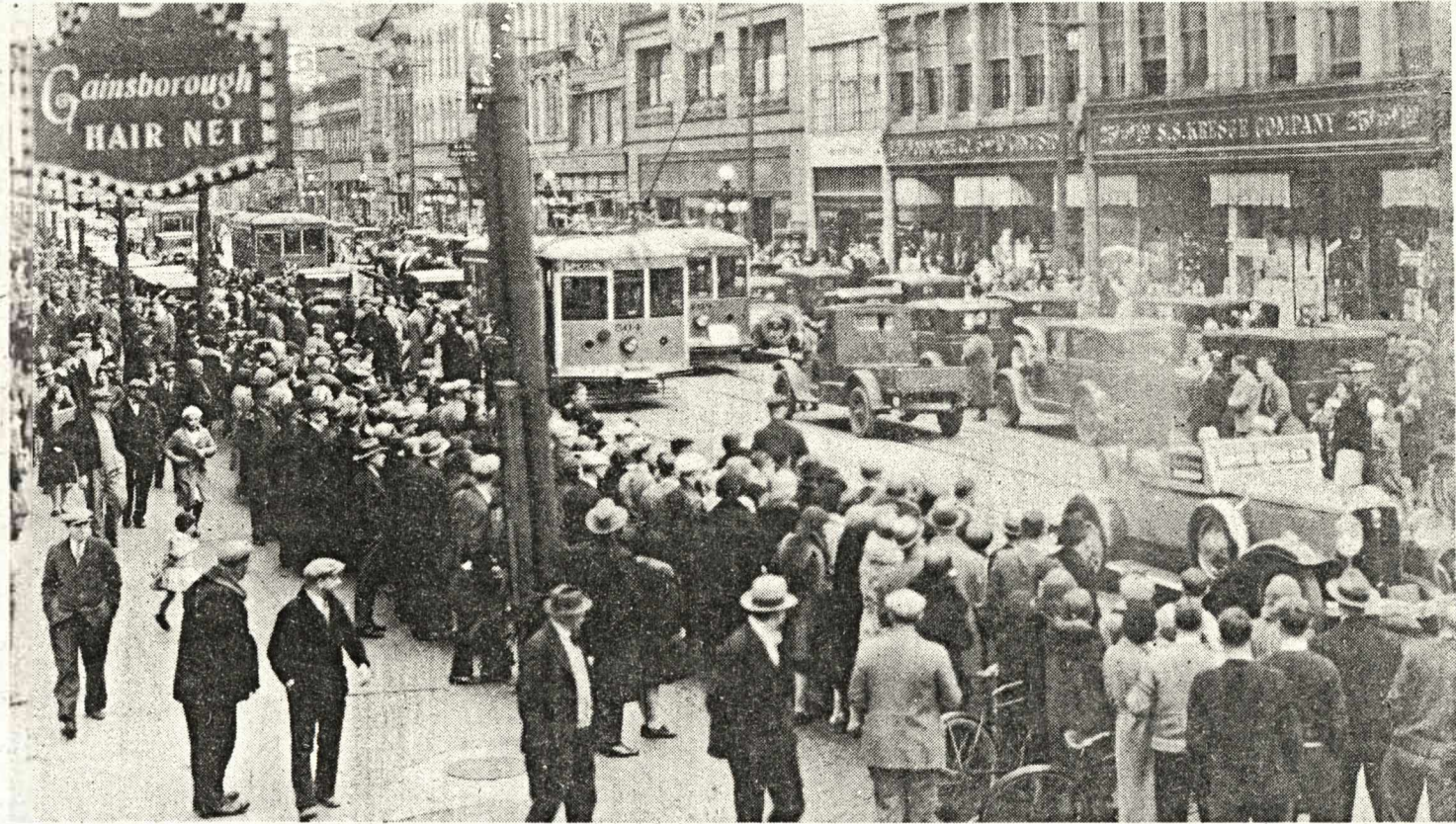
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Louis A. Shatsky,
Owner and Mgr.
We Carry Insurance.

Remember When?

STREET CARS — This was the scene in downtown Terre Haute in May of 1936 when a demonstration was given on how to operate a street car by remote control radio.



TH
TRIBUNE-STAR 8-24-80

Last of Mule Car Drivers Sees Another Transit Era Start

John Hiatt, 81-year-old retired street car operating veteran, sat in porch swing at his residence at 115 Liberty Avenue Friday afternoon and leisurely discussed a half century of progress of transportation in Terre Haute.

Terre Haute will see its street cars operating for the last time tonight. It will be the second time in fifty years Mr. Hiatt has witnessed abandonment of an old system of transportation and inauguration of a new one.

The veteran street car employee began working in Terre Haute Jan. 1, 1886, as a mule car driver on the main line," which at that time ran from Nineteenth Street and Wabash avenue — then "way out in the country" — to Third and Osborne streets. Mule cars had been operating in Terre Haute for several years when he started.

Mr. Hiatt is the last survivor of a group of men who ran mule cars here. He was 20 years old when he took up the reins and had just been discharged from the United States Army at San Antonio, Tex., after fighting in Indian Wars in New Mexico and Arizona. He came home on a Christmas vacation and was offered a commission if he enlisted within ninety days, but his mother wished him to remain at home and he stayed.

Mr. Hiatt tells his own story about the progress of transportation in Terre Haute:

"You see we worked a long week and a short week in those days. The "short" weeks were 110 hours and the "long" ones 120. We started later in the day during the "short" weeks. The mules and cars were kept at Ninth and Cherry streets and each morning when we went to work they were hitched and ready to go. Every two hours

"Well, I drove mule cars until Jan. 6, 1892, and then they brought the electric cars. That was a big change and people would run out to watch the cars go by like they ran out to see airplanes when they were new. I operated electric cars from then until I retired. It wasn't long after electric cars came here that the first interurban line was built. That was a line over to Harmony, Ind. After that line went in during 1896 others were built later to Clinton, Paris and Sullivan. Then Indianapolis built a line over to New Harmony and the traction lines in western Indiana thrived for several decades.

"I remember that when I first started working on the mule cars passengers were not given transfers. It cost you a nickel every time you boarded a car. Then we started transferring passengers by sight. We would stop at a line junction and clang our bells for the other car to wait. Those who were going from one car to another would be 'passed' by the driver of the car they left to other by a nod of the head.

"Transfers, clumsy pieces of cardboard stamped with the date, were put into use about 1892. A pocket full of those would not be very many.

"Most cars were open at first. No center aisle cars were used until about 1895. Prior to that seats were all on one side. Then early in the 1900s a group of new open Summer cars were purchased here. They used them on the interurban lines at first, as well as on city lines, but so many people were injured by sticking out their hands and heads that they were soon confined to city use.

"When we drove those mule cars I remember how tired I got of standing up. As long as we were on Main Street we had to stand up. Getting from early morning until

FAREWELLS SAID TO STREET CARS

Final Trips Early This Morning
Mark Passing—Busses In
Service Today.

Kent Fitzgerald, vice president of Terre Haute City Lines, who is in Terre Haute supervising taking over the motor bus service, said:

"We are much impressed with this enterprising industrial and educational center.

"Our future is now linked with the prosperity of Terre Haute. Naturally we will do all we can to promote the welfare of this community."

A different tone in the usual clamor of the city was noted in Terre Haute Sunday morning. The clang of iron wheels, the rattle of the current feeder over suspended wire and the jarring bump of the old street cars that have for many years brought Terre Haute citizens transportation facilities had given way to the hum of rubber tires and the purr of muffled motors.

Terre Haute's last three street car lines—South Seventh, North Nineteenth and Wabash avenue—were abandoned with the "goodbye" trip this Sunday morning at 1 o'clock and on this trip several Terre Haute citizens made a pilgrimage ride, a sentimental gesture of farewell to the old method of city transportation.

This morning the new motor coaches of the Terre Haute City Lines, Inc., were in operation and again several Terre Haute citizens vied with each other in riding the first motor coach serving their district.

A fleet of 35 new motor coaches with a few of the busses already in use will now furnish the transportation for the city. The new coaches are larger and more com-

fortable than the old coaches and a notable door which opens for the exit. This exit is operated automatically by the driver.

With the three new motor coach lines added to the other bus lines that are serving the city some changes were required in the routes and time for the motor coach service. A complete route and time schedule is published in the Sunday Tribune-Star on pages 14 and 15 and this schedule points out that East Wabash line busses will keep the same route, with the busses running across the city from Highland Lawn cemetery to the court house. There they will circle the block and return. The North Nineteenth street car line will be replaced by busses, which will run the same route north of Wabash, run west on Wabash from Thirtieth street to the court house and return.

At Nineteenth and Locust street the feeder lines will be kept with busses from Nineteenth and Locust east to Twenty-fifth street, and north on Twenty-fifth to the Duane Yards and return. The other feeder will run on Nineteenth from Locust to Fourth avenue, east on Fourth avenue to the Pennsylvania Yards and return.

One of the major changes will be on the South Twenty-fifth street line and the West Terre Haute line. The South Twenty-fifth street bus will turn north at Eleventh and Ohio streets and run to Wabash.

Instead of going to West Terre Haute it will run from Eleventh and Wabash to the court house and return.

South Side Change.

The south side line will run to West Terre Haute instead of turning around at the Traction Station as at present. It will turn west at Ninth street and Wabash avenue and run on to West Terre Haute. The present route will be maintained south of Wabash avenue.

The South Seventh street line will be extended several blocks farther south, the end of the line being at the filling station just north of the S. I. Railroad crossing at Margaret avenue. It will run to Wabash on

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old, a retired street car operating veteran, who back in 1888 was the driver of a mule car on the main line of the transportation system in Terre Haute, the mule cars were driven in Terre Haute until Jan. 6, 1892. Then came the electric cars—some of the earlier electric car models were of the open type with long seat. About 1895 the center aisle type car came in and the "bell timers" have watched with interest the change from "horse and buggy" days to the present luxury motor coach days.

The question of the taking up of the old rails and the taking down of the overhead wires used by the street cars and the question of the repair and refinishing of the streets where the old tracks were placed was covered by an ordinance passed by the Terre Haute city council some time ago. Under the ordinance the city for a designated sum and for the old material that could be reclaimed, agreed to take up the rails, take down the trolley wires and to repair the streets. This agreement was objected to by a suit filed in court and the matter is now in court for adjudication.

Streets Cars Pass Out Here; Some Memories of Early Days

June 4, 1939 - # 122

By A. R. Markle.

THE closing down of the street car system in Terre Haute last night marked the last chapter in an almost obsolete form of rail transportation that began so far back in Terre Haute history that there are probably less than a dozen men now alive that saw its birth more than three score and ten years ago.

The Terre Haute Street Railway Company was incorporated March 6, 1866, with William B. Tuell, Chambers Y. Patterson, Burwell H. Cornwell, Delos W. Minshall, Wm. R. McKeen, John H. Barr and John T. Scott as the first directors. They chose Barr as president and he immediately applied to the council for a franchise to operate cars drawn by horses on a single track with the necessary sidings and switches on such streets as might be convenient and suitable to convey passengers.

The right was granted March 20, 1866, and very soon after a line was in operation from the old Union station at Tenth and Chestnut streets to the Terre Haute & South Eastern Railroad at First street. The station of this line was on the west side of First street a little north of Wabash and the cars bore the title, "Depot, Main and First Streets."

For a few years this handled all the traffic that offered but when the Indianapolis & St. Louis Railroad separated from the other roads and operated its own station at Sixth and Tippecanoe streets, the line from Wabash to that station was built.

More than a dozen years later this was extended to Locust street and east to Thirteenth street to serve the needs of the Poly students and the residents of that rapidly growing section.

About this time Josephus Collett offered to give the city the greater part of what is now Collett park if others would raise \$2,500 toward the building of a street car line from Main street to the proposed park and while the money soon became available, many of the subscribers attached conditions that the line should be run on Seventh street and others on Eighth street and all of them agreed that the line should be built by January 1, 1883.

Collett's Generous Gift.

A new subscription paper was then circulated requiring the line to be built by Jan. 1, 1884, but this too was unsuccessful in inducing the Street Car Company to accept the money and build the line.

Finally, it is told, Collett, who was a director in the company, built the line himself in the absence of the other directors, using rails bought from a coal mine and a carload of ties laid on the street with only enough earth for ballast to enable the mules to travel between

the rails, and when the other directors refused to sanction the construction and told him he could pay for it himself as the company would not, Collett agreed and said that he would extend it to Wabash himself instead of stopping at Locust.

With the shoe on the other foot the directors concluded that while competition might be the life of trade, they wanted none of it in theirs and accepted the line. As it developed in later years, this was far the most profitable division of the system.

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About 1890 the city had its first experience with high finance and the promotor, in the person of Russell B. Harrison, who formed a company and bought the system. New buildings at Ninth and Ohio, new cars, among them a wonderful "double decker" that became for a time a social feature and an extension of the North Thirteenth street line to Barbour avenue and west to an amusement resort known as Harrison park with an auditorium or casino that offered high class vaudeville entertainment to the patrons of the system.

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Last of Mule Car Drivers Sees Another Transit Era Start

John Hiatt, 81-year-old retired street car operating veteran, sat in porch swing at his residence at 435 Liberty Avenue Friday afternoon and leisurely discussed a half century of progress of transportation in Terre Haute.

Terre Haute will see its street cars operating for the last time tonight. It will be the second time in fifty years Mr. Hiatt has witnessed abandonment of an old system of transportation and inauguration of a new one.

The veteran street car employee began working in Terre Haute Jan. 1, 1883, as a mule car driver on the main line, which at that time ran from Nineteenth Street and Wabash avenue — then "way out in the country" — to Third and Osborne streets. Mule cars had been operating in Terre Haute for several years when he started.

Mr. Hiatt is the last survivor of the group of men who ran mule cars here. He was 20 years old when he took up the reins and had just

been discharged from the United States Army at San Antonio, Tex., after fighting in Indian Wars in New Mexico and Arizona. He came home on a Christmas vacation and had an offer for a commission if he enlisted within ninety days, but his mother wished him to remain here and he stayed.

Mr. Hiatt tells his own story about the progress of transportation in Terre Haute:

"You see we worked a long week and a short week in those days. The 'short' weeks were 110 hours and the 'long' ones 120. We started later in the day during the 'short' weeks. The mules and cars were kept at Ninth and Cherry streets and each morning when we went to work they were hitched and ready to go. Every two hours our teams would be changed. The cars had to be turned around on turn tables at the end of the line. If lines had turn tables at either

end except the Union Depot, which was located at Ninth and Chestnut streets then. The drivers on that line had to unhitch the team and hitch up at the other end of the car very run.

"You know some of the new mules as they were put into service were crazy animals and it was

"Well, I drove mule cars from Jan. 6, 1892, and then they brought the electric cars. That was a big change and people would run out to watch the cars go by like they ran out to see airplanes when they were new. I operated electric cars from then until I retired. It wasn't long after electric cars came here that the first interurban line was built. That was a line over to Harmony, Ind. After that line went in during 1896 others were built later to Ellettsville, Paris and Sullivan. Then Indianapolis built a line over to New Harmony and the traction lines in western Indiana thrived for several decades.

"I remember that when I first started working on the mule cars passengers were not given transfers. It cost you a nickel every time you boarded a car. Then we started transferring passengers by sight. We would stop at a line junction and clang our bells for the other car to wait. Those who were going from one car to another would be 'passed' by the driver of the car they left to either by a nod of the head.

"Transfers, clumsy pieces of cardboard stamped with the date, were put into use about 1892. A pocket full of those would not be very many.

"Most cars were open at first. No center aisle cars were used until about 1895. Prior to that seats were all on one side. Then early in the 1900s a group of new open Summer cars were purchased here. They used them on the interurban lines at first, as well as on city lines, but so many people were injured by sticking out their hands and heads that they were soon confined to city use.

"When we drove those mule cars I remember how tired I got of standing up. As long as we were on Main Street we had to stand up. Driving from early morning until after 10 o'clock at night was tiresome. We quit earlier then. The last car was in the barn at 10:24. We took twenty-four minutes off for lunch and the same time for supper. Of course, this was all a long time ago.

"I was one of the first to run an electric car and saw forty-three years of service with the traction companies here before I retired."

Mr. Hiatt said abandonment of the electric cars here after more than forty-seven years of service brought many memories to him, but

Final Trips Early This Morning Mark Passing—Busses In Service Today.

Kent Fitzgerald, vice president of Terre Haute City Lines, who is in Terre Haute supervising taking over the motor bus service, said:

"We are much impressed with this enterprising industrial and educational center.

"Our future is now linked with the prosperity of Terre Haute. Naturally we will do all we can to promote the welfare of this community."

A different tone in the usual clamor of the city was noted in Terre Haute Sunday morning. The clang of iron wheels, the rattle of the current feeder over suspended wire and the jarring bump of the old street cars that have for many years brought Terre Haute citizens transportation facilities had given way to the hum of rubber tires and the purr of muffled motors.

Terre Haute's last three street car lines—South Seventh, North Nineteenth and Wabash avenue—were abandoned with the "goodbye" trip this Sunday morning at 1 o'clock and on this trip several Terre Haute citizens made a pilgrimage ride, a sentimental gesture of farewell to the old method of city transportation.

This morning the new motor coaches of the Terre Haute City Lines, Inc., were in operation and again several Terre Haute citizens vied with each other in riding the first motor coach serving their district.

A fleet of 36 new motor coaches with a few of the busses already in use will now furnish the transportation for the city. The new coaches are larger and more comfortable than those that have been in use on some of the routes where the street cars had previously been discontinued. The new coaches are painted a vivid yellow and have white tops and white and black trimmings. Most of the new coaches seat 29 passengers. They have two doors, one at the front where patrons enter and drop their 5 cent fare into an electric change box.

Transfers One Cent.

If a transfer is desired it may be obtained by handing the bus driver

that are serving the city some changes were required in the routes and time for the motor coach service. A complete route and time schedule is published in the Sunday Tribune-Star on pages 14 and 15 and this schedule points out that East Wabash line busses will keep the same route, with the busses running across the city from High-

land Lawn cemetery to the court house. There they will circle the block and return. The North Nineteenth street car line will be replaced by busses, which will run the same route north of Wabash, run west on Wabash from Thirtieth street to the court house and return.

At Nineteenth and Locust street the feeder lines will be kept with busses from Nineteenth and Locust east to Twenty-fifth street, and north on Twenty-fifth to the Duane Yards and return. The other feeder will run on Nineteenth from Locust to Fourth avenue, east on Fourth avenue to the Pennsylvania Yards and return.

One of the major changes will be on the South Twenty-fifth street line and the West Terre Haute line. The South Twenty-fifth street bus will turn north at Eleventh and Ohio streets and run to Wabash.

Instead of going to West Terre Haute it will run from Eleventh and Wabash to the court house and return.

South Side Change.

The south side line will run to West Terre Haute instead of turning around at the Traction Station as at present. It will turn west at Ninth street and Wabash avenue and run on to West Terre Haute. The present route will be maintained south of Wabash avenue.

The South Seventh street line will be extended several blocks farther south, the end of the line being at the filling station just north of the S. I. Railroad crossing at Margaret avenue. It will run to Wabash on Seventh and west on Wabash to the Court House and return.

No changes will be made in the Twelve Points line or the line which now runs from Seventeenth and Hulman streets to North Third street and Maiden Lane.

The North Thirteenth street line will be changed slightly, with the busses running south from Spruce street on Ninth street to Wabash avenue, then west on Wabash avenue to Third street and on south to the end of the line at Preston and

driven in Terre Haute until Jan. 6, 1892. Then came the electric cars—some of the earlier electric car models were of the open type with long seat. About 1895 the center aisle type car came in and the "old timers" have watched with interest the change from "horse and buggy" days to the present luxury motor coach days.

The question of the taking up of the old rails and the taking down of the overhead wires used by the street cars and the question of the repair and refinishing of the streets where the old tracks were placed was covered by an ordinance passed by the Terre Haute city council some time ago. Under the ordinance the city for a designated sum and for the old material that could be reclaimed, agreed to take up the rails, take down the trolley wires and to repair the streets. This agreement was objected to by a suit filed in court and the matter is now in court for adjudication.

Streetcars and Mules Had Their Role In Early Building of Town

By A. R. Markle.

ABOUT 1865 a movement was started to provide transportation on the city streets. Hitherto, such transportation had been provided by busses owned by the hotels, but there was no uniform system; so that when a passenger alighted at the old Union Depot at Tenth and Chestnut streets he was at once besieged by the various runners, each shouting his free transportation to his particular hotel. The bewildered passenger who did not know the town and its hotels was, if he hesitated, in danger of losing his baggage to the rival runner.

These conveyances offered free transportation to The Prairie House, The Buntin House, The Clark House, Stewart's Hotel, The White Hall Tavern and a few other houses. It became necessary in time for the railroad company, which owned and operated the station, to keep the runners off of the station platform, and in time to grant the right to use the station to a single operator who could serve all comers who selected their own hotel.

Railway Takes Over.

The franchise was granted to the Terre Haute Street Railroad, and they were empowered to lay rail on which cars could be drawn by any sort of traction. This resulted, however, in only horse power being used. The railway company laid rails in May, 1867, what became known as the Depot, Main and First street. Running west on Chestnut from the station to Eighth street where it turned south to Main street, and then ran west to First street.

There were but two cars on the line and a turnout was located in front of The Prairie House, where the cars could pass each other. These first cars would seat about a score of passengers and the fare was five cents. Motive power was provided by mules, or horses, which were stabled on the west side of Eighth street at about the rear end of the present Rea Building. The balance of the space to the south was the exercise yard. The sidewalk at this point was slightly higher than the level of the yard, and in rainy weather a small lake with very turbid water and an unpleasant odor was the result.

The office of the company was in a small room just east of the main entrance to the hotel, and the office force was probably a little smaller than the number of employees which originally numbered about a dozen.

Goes Into Operation.

On August 3, 1867, two brightly painted cars, with seats along the side, made the first run. These had been bought in New York by Judge Patterson, who was one of the organizers of the company, and two others arrived a little later. The first schedule called for two cars which left the two terminals at the same time and passed each other at The Prairie House, taking a half hour for a round trip.

This schedule of eighty-five years ago compares quite favorably with that of today, because one could catch a car every fifteen minutes. While on some present day lines one must wait a half hour. The first service ran from 6 a. m. to 9 p. m., after which a single car provided transportation every half hour all night, which again reflects on the present service. With the population in those days, this easily cared for the demand.

The Stockholders.

The first officers of the company were: President, William B. Tuell; treasurer, W. R. McKeen, and John T. Scott was secretary. The other stockholders were: Chauncey Rose, Alex McGregor, Judge Demas Deming, Thomas Dowling, J. H. Hager, John B. Seath, Preston Hussey and C. Y. Patterson. These were all prominent citizens. Mr. Tuell had been connected with the stage lines. Mr. McKeen was for many years a private banker, and Mr. Scott, who acted as attorney for the firm, was later justice of the Supreme Court of Indiana.

Mr. Rose was interested in the banks, railroads, the canal, and almost anything which promised a profit. Mr. McGregor came here to open the Juniata Iron Store, but his one great money maker was the distillery, which at the time of this organization had made him our first millionaire. Judge Demas Deming was a banker, also a heavy investor in mercantile, industrial, and transportation industries. Thomas Dowling was interested in the establishment of newspapers, built Dowling Hall, but was a sort of lone wolf in business and politics. Mr. J. H. Hager was one of the founders of the Terre Haute Car Works, which occupied the space between the canal and the E.&C. Railroad from Main street to Walnut street. His partner in that venture was John B. Seath, and the original firm was Seath & Hager. Mr. Preston Hussey was for many years so closely connected with the old Bank of the state, which later became The National State Bank. The latter

often called "Hussey's Bank." Chambers Y. Patterson was a prominent attorney, a judge of the Circuit Court and an uncle of Demas Deming, Jr.

Growth and Expansion.

With the coming of the I. & St. Louis Railroad, which had absorbed the old T. H. & Alton Road, their passenger station was located at Sixth and Tippecanoe and there was a demand that the street railway build to that new station. The North Sixth line terminated at Tippecanoe for a number of years, but finally extended to Locust street and thence to Rose Polytechnic at Thirteenth and Locust; with a branch running up Eighth street to Collett Park. This latter branch was in conformity with the gift of the park, by Josephus Collett, who coupled his gift of the park with the requirement that an iron fence be placed around it and a streetcar line extend to park.

The company at that time included among its directors, Collett and Crawford Fairbanks, and the latter could not be persuaded to undertake that construction. So it is said, Collett bought some rails and ties and proceeded to lay the track in a slipshod way as far as Locust street.

Mr. Fairbanks agreed to take over Collett's line. Later because of the difficulty with the railroads at Tenth and Locust, that portion of the line east of Ninth street was abandoned, and the new line which reached the Polytechnic from Main street, where it connected with the East Wabash line, served that community. This East Wabash line had been built from Eighth street to the Ball Park, about Seventeenth and Main, and in time it was finally extended east to Highland Lawn cemetery.

Trolley Line Takes Over.

In 1890 the entire system which then included South Third street as far as the Tool Works, was rebuilt as an electric line, and at Eleventh and Main a branch ran south of Poplar street east to Thirteenth, and south to Crawford street, or the nail mill.

In a few years the line was built on Thirteenth from Main to Poplar, and the Poplar and Eleventh street lines abandoned. The North Thirteenth street line which had terminated at Locust street was extended through Twelve Points to Collett avenue, and west to Harrison Park Casino, a large open vaudeville theater near Collett Park.

Another extension of the North Thirteenth line ran east to Twenty-fifth and a branch ran north on Nineteenth street to Maple avenue. With the building of the power house at Ninth and Cherry, and the opening of the new Union Station, that portion of the line between Eighth and Main and the old station was abandoned and replaced by a line from Ninth and Main to the new Union Station.

This was about the system in later years when the trolley line arrived.

Vigo County Historical Society

Streets Cars Pass Out Here;

Some Memories of Early Days

JUNE 3, 1939

By A. R. Markle.

THE closing down of the street car system in Terre Haute last night marked the last chapter in an almost obsolete form of rail transportation that began so far back in Terre Haute history that there are probably less than a dozen men now alive that saw its birth more than three score and ten years ago.

The Terre Haute Street Railway Company was incorporated March 6, 1866, with William B. Tuell, Chambers Y. Patterson, Burwell H. Cornwell, Delos W. Minshall, Wm. B. McKeen, John H. Barr and John E. Scott as the first directors. They chose Barr as president and he immediately applied to the council for a franchise to operate cars drawn by horses on a single track with the necessary sidings and switches on such streets as might be convenient and suitable to convey passengers.

The right was granted March 20, 1866, and very soon after a line was in operation from the old Union station at Tenth and Chestnut streets to the Terre Haute & South Eastern Railroad at First street. The station of this line was on the west side of First street a little north of Wabash and the cars bore the title, "Depot, Main and First Streets."

For a few years this handled all the traffic that offered but when the Indianapolis & St. Louis Railroad separated from the other roads and operated its own station at Sixth and Tippecanoe streets, the line from Wabash to that station was built.

More than a dozen years later this was extended to Locust street and east to Thirteenth street to serve the needs of the Poly students and the residents of that rapidly growing section.

About this time Josephus Collett offered to give the city the greater part of what is now Collett park if others would raise \$2,500 toward the building of a street car line from Main street to the proposed park and while the money soon became available, many of the subscribers attached conditions that the line should be run on Seventh street and others on Eighth street and all of them agreed that the line should be built by January 1, 1883.

Collett's Generous Gift.

A new subscription paper was then circulated requiring the line to be built by Jan. 1, 1884, but this too was unsuccessful in inducing the Street Car Company to accept the money and build the line.

Finally, it is told, Collett, who was a director in the company, built the line himself in the absence of the other directors, using rails bought from a coal mine and a carload of ties laid on the street with only enough earth for ballast to enable the mules to travel between

the rails, and when the other directors refused to sanction the construction and told him he could pay for it himself as the company would not, Collett agreed and said that he would extend it to Wabash himself instead of stopping at Locust.

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Vigo County Historical Society

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VIGO COUNTY QUESTIONS

The First Mule Cars in Terre Haute and the Changes Made in Ownership During the Life of the Company.

Taken from a scrapbook at the Emeline Fairbanks Memorial Library.

The Terre Haute Street Railway Company received its charter from the city March 20, 1866, and the first line, extending from the Union Depot to First street, was put in operation during the following year. Two cars were put on at first and the equipment was increased from year to year. Mules were used as motive power, and the company was composed of men who were thoroughly interested in the growth of the city. It is said that for many years not a cent of interest was realized upon the money invested, and stock changed hands quite frequently. The original stockholders, however, held the controlling stock, when, in 1889, the road was sold entire to a party of citizens of Terre Haute. The following officers took charge of the road on July 17, 1889: R. W. Rippetoe, president; William Kidder, vice president; L. D. Thomas, secretary and treasurer; P. P. Thomas, cashier; M. F. Burke, superintendent.

In the fall of 1890 the system was changed to an electrical line, and early in January of the following year the first electric car was run over the streets of the city. The event marked an important epoch in the history of Terre Haute. The line was operated by this company until 1893, when the present company, with Mr. Harrison at the head, assumed control. The original franchise extended until 1898. This was amended in 1888 to permit the use of electricity as a motive power, and the date of expiration extended to 1938. The franchise covers all streets of the city but the city council does not appear to be of this opinion. The line carries, it is estimated, between 2,500,000 and 3,000,000 passengers annually.

In 1870 George Palmater was made superintendent of the lines.

Then followed Ross Martin, R. I. Sparks, Capt. J. W. Haley, M. V. Hunter, Joseph G. Elder and M. F. Burke. Mr. Burke, on account of more and varied duties in connection with the company, has well earned the title of "General Manager," recently bestowed upon him by the company.

Mr. Perry Thomas, the present assistant secretary and cashier, has been connected with the company since 1889, and with the exception of a week spent at the World's Fair, he has never lost a day from the office. This is made all the more remarkable by the fact that his duties are many, and hours of service very long.

TERRE HAUTE

INTERESTING FACTS COMPILED BY MEMBERS OF
THE LIBRARY STAFF REGARDING TERRE HAUTE AND
TERRE HAUTEANS.

TRANSPORTATION 1816-1930.

By Ruth E. Adamson.

During the early '80s, Terre Haute had the first street car service from First street and Wabash avenue to the Vandalla depot. The cars were smaller than the present one man electric cars and were drawn by a team of mules. When the end of the line was reached, the mules were unhitched and taken to the opposite end; later a turn table was placed at the terminals so that the car could be turned around. The next step was extending the car line on East Wabash and to Strawberry hill on South Third street. At the end of the line on Wabash, connection was made with Mr. Joseph H. Blake's route to the county fair grounds and his amusement park Butternut hill, which was at the foot of the hill. The cars were drawn

by mules and traveled east over the track which was built just south of Wabash avenue from Nineteenth street east to Brown avenue (the present name) then on the west side of the fair grounds, now the stadium around the grounds and east to the park.

About 1887 electricity was introduced so the car system was electrified and extensions were made on South Seventh, North Thirteenth, North Sixth and Eighth, later, Locust and South Seventeenth and North Fourth. In the gay 90's when Russell B. Harrison (son of President Benjamin Harrison) was a superintendent, he opened a casino for open air vaudeville and other outdoor attractions in a park two blocks north of Collett park which was reached by

Continued On Page 2, Column 7.

THE PIONEER DATA

Continued From Page One.

an extension of the car line from North Thirteenth street. Another novelty was a double-decked street car and trolley rides were quite the proper form of entertainment for Sunday school classes and private parties.

Interurban Transportation.

In 1900 the state of Indiana came to the fore as the center of electric interurban transportation and took the center of electric interurban traffic from the railroads; electric car lines were extended to Indianapolis, Clinton, Sullivan and Paris. This line was opened in 1907. Giving way to progress, the automobile has taken the place of the street car and interurban to a great extent. For the farmer or resident of small towns, it means quick transportation, more time for pleasure and recreation, and better market opportunities. The automobile buses now have a system covering connections with the small towns as well as coast to coast lines passing through Terre Haute. In order to combat this competitor—for the bus lines do not have to pay taxes for the use of public highways while the railroad and electric lines do pay taxes on their right of ways and equipment—some of the interurban routes will be abandoned and buses owned by the traction company will be used as is now being done on city streets. The railroads are now offering combined trips, the passenger may travel by day in a bus and by night in the train or the very latest is to travel by airplane. The T. A. T. passes over Terre Haute daily and passengers may buy tickets to this city and land or depart at the airport here.

Terre Haute has a splendid airport, the field was first used by a local aviator, Harry Musick, and then selected by a U. S. army aviator, who suggested that the field be leased and inspected by national officials in time for the air races which were held in Dayton in September, 1924. W. W. Adamson enlisted the interest of the Banks of the Wabash association, the ground was leased and in September during the races, five airplanes landed at the field in one day. In 1930 the city purchased the field and additional acreage and now the Dresser airport is one of the finest landing fields in the country.

The pioneer followed the trail which became the National road. The railroad was built along the side of the road when possible. The interurban was built parallel to the road and the railroad. The buses now

Transportation - Structures

drive over the paved roads competing with the electric and trains as to time while overhead are airplanes

following the white ribbon of concrete, the National Old Trails road. Truly Terre Haute has a geographic position unexcelled.

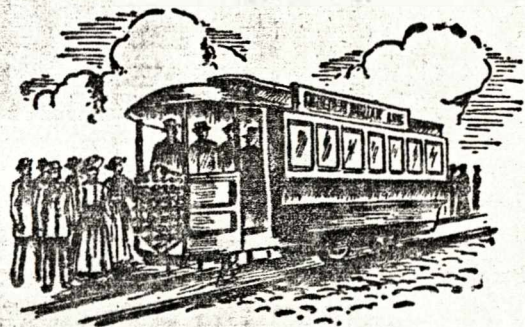
To the first settlers who toiling and hewing

That Terre Haute might thrive
Should we citizens their work viewing

Accord grateful thanks and praise.

(Tomorrow—Roadside Taverns.)

THRU THE YEARS WITH INDIANAPOLIS



When the news of the use of electricity for street car transportation reached Indianapolis the city council, on Dec. 18, 1889, passed an ordinance granting the right to electrify the car lines, and in June, 1890, the first electric street cars were operated on the Illinois line, to the excitement and delight of the citizens. By 1894 every horse or mule car had been discontinued in favor of electricity, 'though many mule conductors quit rather than drive a car using "bottled lightning"; the last car line to be converted being the stockyards line; and that year 67 mule cars were given away for playhouses.

16267

TROLLEY LINES IN TERRE HAUTE

The Indiana Post - August, 1945

By JOHN R. GIBSON

Older people have almost forgotten and the younger generation will not remember the clanging confusion of trolley cars travelling over the city streets. But a few years ago, it was very common occurrence and lucrative to their owners. In June, 1939, the receivers changed over to busses and tracks were torn up, wire brought down and sounds of electric motors, gongs and wheels and steel rails disappeared.

Many successful men in Terre Haute owe their start to the old street car system. Many a green and gawky youth from the backwoods got his start by "street-carring" as the management was partial in hiring them in preference to smart city lads.

The first city lines were laid in 1866 after the Civil War. Rails were brought in by the river from England by way of New Orleans. The first directors of the company were W. R. McKeen, D. W. Merkel, J. F. Scott, Josephus Collett and Chauncey Rose, among others. For twelve years, we had mule driven cars. The main line started at 19th and Wabash where a person could catch a narrow-gauge steam railroad go in to the Fairgrounds which was always jumping the track and had to be helped back on by the passengers. This line ran to 3rd and Wabash then south on Third, which was still regarded as the Main street as

It was laid out to be "way out in the country" to Osborn street.

Another line gave service from the old Evansville and T. H. Railroad station at 10th and Chestnut to the Prairie House at 7th and Wabash located where the Terre Haute House now stands. The drivers on this line had to hitch and unhitch their mules while the ones on the main lines did not. (I could not find who took care of this for them or who did the feeding and currying but evidently they had hostlers at the stable.)

In 1888, Josephus Collett gave his wood pasture, lying between 6th and 9th streets, north of Maple to the city for use as a park and provided \$2,500 for a street car line to run to it. This was accomplished that year and the lines were electrified by current from the power station at 9th and Cherry streets. The old mule drivers were displaced by motormen who could use a lever and change a trolley. Some of them were able to master the new machine and stayed on for years.

Later, lines were laid beyond Twelve Points on north 13th and Locust street to 25th and when malleable plants and the stamping mill began to operate, a line was built north on 19th street from Locust which was the heaviest ridden line in the city. South 7th street had a line to Hulman which connected
(Continued on Page Four)

RECEIVED
DO NOT CIRCULATE

(See other sides for cont.)

Trolley Lines In Terre Haute

(Continued from page one)

with south 3rd by way of Wabash avenue. East Wabash line was extended to Highland Lawn cemetery and after the new bridge was opened over the Wabash, ran to West Terre Haute. Two other lines were operated on north 4th to 8th avenue and on south 17th. They also extended the depot line on south 9th to circle the once beautiful park at the new Union station.

At the beginning of this century, many interurban lines were built by Stone Webster, connecting us with Paris, Ill., Brazil, Clinton and Sullivan. The Brazil line was connected with Indianapolis which was for years the largest interurban center in the world.

But the arrival of the automobile heralded the death-blow to electric transportation. The many private-owned cars and rival busses were too keen competition and the company went into a receivership which abandoned the interurban lines and after trying to make it with one-man cars, decided to operate with busses. So after years of battling hostile mayors, city councils and jitney busses, the street cars became a thing of the past and "night owls" who gathered to catch the 12:51 at 7th and Wabash, going in all directions, found that they had to go home earlier. Tracks were torn up and sold as junk, probably ending up in a Japanese war plant to make cannon, and the street cars were sold as shacks to squatters or as sandwich stands which we now see by the highways.

Indianapolis!

VIA

Vandalia Line

Sunday, May 15, 1898

SPECIAL TRAIN in both directions.

8.00 a. m.	Terre Haute	\$1.00
8.12 "	Glenn	1.00
8.15 "	Seclyville	1.00
8.25 "	Staunton	1.00
8.27 "	Turner	1.00
8.35 "	Brazil	1.00
8.40 "	Knightsville	1.00
8.43 "	Harmony	1.00
8.49 "	Reelsville	1.00
8.55 "	Hamricks	1.00
9.05 "	Limesdale	1.00
9.18 "	Greencastle	1.00
9.30 "	Fillmore	1.00
9.38 "	Coatesville	.85
9.43 "	Amo	.75
9.47 "	Pecksburg	.70
9.52 "	Clayton	.60
9.58 "	Cartersburg	.50
10.05 "	Plainfield	.40
10.15 "	Bridgeport	.25
10.30 "	Indianapolis (arrive)	

Train returning, will leave Indianapolis at 7.30 pm

Another chance to visit the Soldier
Boys while in camp.

For full particulars call upon nearest Vandalia
Line Ticket Agent, or address

CHAS. M. WHEELER, Traveling Passenger Agent
TERRE HAUTE, IND.

E. A. FORD, W. F. BRUNNER,
Gen'l Passenger Agent, Ass't Gen'l Passenger Agent,
ST. LOUIS, MO.

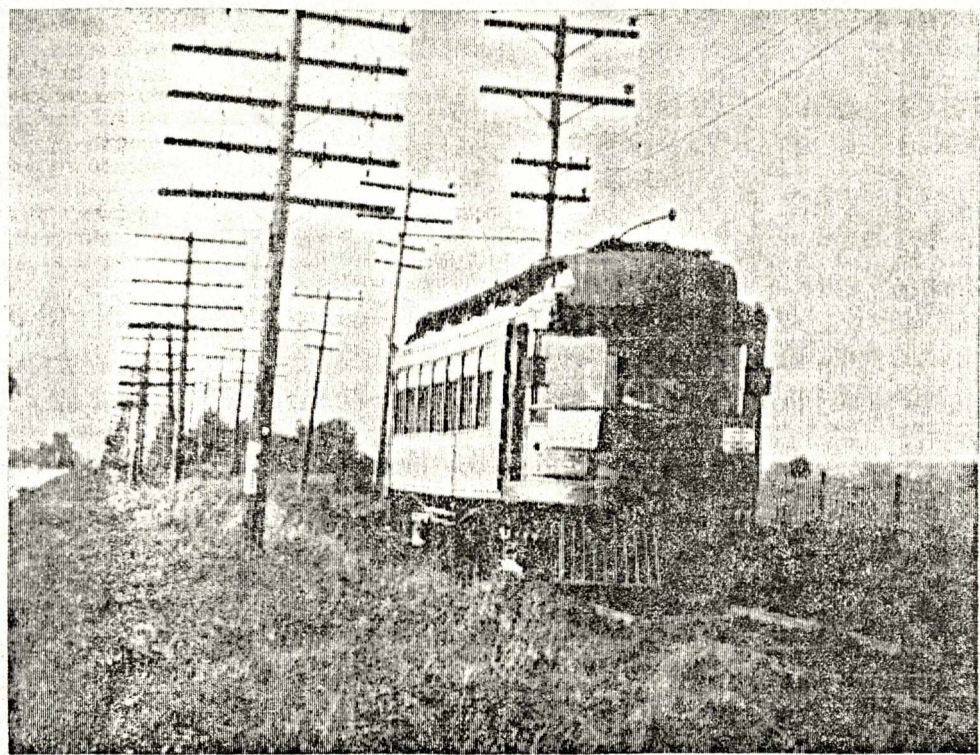


Photo from Ben Nash Collection

GARFIELD CAR HEADS SOUTH—Terre Haute, Indianapolis & Eastern Traction Company interurban car No. 118, named Garfield High School, is shown above as it headed south at Rio Grande Road along U. S. 41. The destination banner on the left front of the cab reads "Terre Haute, Grover, North Terre Haute, Atherton, Numa and Clinton. The advertising banner above it reads "John? Washington . . . ? . . . ? Tuesday, May 14. Advertising banner on the opposite side announces a dance at the Trianon Ballroom in Terre Haute. Date of the photo is believed to be in the late 1920s.

T. H. - Clinton Interurban Valued Link Between Cities

BY RAY GOSNELL
Star Correspondent

CLINTON, Ind.—(Special.)—In the years before mass utilization of the automobile, Wabash Valley residents depended heavily on the electric interurban lines for transportation to Terre Haute and surrounding communities.

Residents used the interurban as one uses his car today until the line between Clinton and Terre Haute folded under the strain of the depression.

Recent rediscovery of a T. H. I. & E. (Terre Haute, Indianapolis and Eastern) timetable of the 1920's brought back a host of memories to the writer, who rode the electric interurbans between Clinton and Terre Haute many times as a youth.

THEY MIGHT be termed "warm" memories in more ways than one, for what could be more pleasant than to walk the mile from Fairview to Italy, as the traction timetable called the North Ninth Street end of the line, on a cold Winter morning and then climb into a nice, warm interurban car for an hour's ride to Terre Haute.

Usually there were one or two other passengers waiting even though the first car left at 5:48 A. M. We were greeted by the late Wilmer A. Buskirk, who later ran his own advertising company, or the late Louis R. Hilleary, who later became a lawyer, attired in their dark blue uniforms.

WE PICKED up several other passengers in downtown Clinton almost every morning. Among them was John Hayek, locomotive engineer on the C. & E. I., whose run to Danville from Terre Haute left at 7 A. M.

Interurban cars operating to Clinton, Sullivan and Paris were numbered in the 100 series. During the middle 1920's the cars, at least some of them, were restored and refurbished in bright yellow and given names appropriate for the territory they served.

CAR NO. 110 was named John T. Hays. It was used on the Sullivan line along with car No. 122, Wiley High School. Names of the other local area cars were 112, Indiana State Teachers College; 114, Garfield High School; 116, St. Marys-of-the-Woods; 118, Chauncey Rose; 119, William Riley McKeen; 120, Gerstmeyer Tech High School;

121, Sycamore; 123, Marietta Grover, and 124, William Penn.

Some of the cars operating to Indianapolis on "Highlander" runs included No. 27, Demas Deming; No. 31, Paul Dresser; No. 33, Francis Vigo; No. 51, General Lew Wallace; No. 63, Ben Hur, and others. Finished in chrome yellow and black and some of them decorated here and there with pennants of the school they represented, the interurban cars presented a fine appearance.

It was a sad day for many persons when the interurbans stopped running between Terre Haute and Clinton. Life of the Clinton line was from about 1903 until 1931.

T. H. I. & E. Timetable

Lv Italy 5:48 A. M.	No. 42	11:17
Lv Clinton Station 5:55 A. M.	No. 41	11:18
Lv Clinton Bridge	No. 40	11:19
Lv Lyford 6:00 A. M.	No. 39	11:20
Lv Bennett's	No. 38	11:21
Lv Numa 6:03 A. M.	No. 37	11:22
Lv (no name)	No. 36	11:23
Lv Walker's Siding 6:05 A. M.	No. 35	11:24
Lv Atherton 6:07 A. M.	No. 34	11:25
Lv Spring Creek	No. 33	11:26
Lv Hickory Grove	No. 32	11:27
Lv Wright's	No. 31	11:28
Lv Steven's Crossing	No. 30	11:29
Lv Wabash Lane	No. 29	11:30
Lv Paines	No. 28	11:31
Lv Evans Lane	No. 27	11:32
Lv Modessett	No. 26	11:33
Lv Strong Crossing	No. 25	11:34
Lv Crabb's	No. 24	11:35
Lv Crabb's Siding 6:13 A. M.	No. 23	11:36
Note: This is where the north and south cars usually meet		
Lv River Road	No. 14	10:17
Lv Union Church Road	No. 13	10:18
Lv Watkins	No. 12	10:19
Lv N. Terre Haute 6:17 A. M.	No. 11	11:11
(Ellsworth)		
Lv Phillips Crossing	No. 10	11:17
Lv 25th Street	No. 9	11:18
Lv Davis	No. 8	11:19
Lv Grover	No. 7	11:20
Lv Ft. Harrison Road	No. 6	11:21
Lv Seeburger's	No. 5	11:22
Lv Carl Ave. 6:23 A. M.	No. 4	11:23
Lv Lost Creek	No. 3	11:24
Lv North St.	No. 2	11:25
Lv Woodley St.	No. 1	11:26
Lv Maple Ave. 6:25 A. M.		14:1
Arr. Terre Haute 6:38 A. M.		16:3

Terre Haute Was Interurban Center In The Early 'Nineties

WHISTLE STOPS ON THE INTERURBAN.

By A. R. Markle.

Our first contact with the interurban system really does not touch Terre Haute as it ran only from Harmony to Cottage Hill, one-half mile west of Brazil. We have very little history of that line, but it was in existence several years before the line built from Terre Haute reached Cottage Hill and reconstructed the old line for the use of the new system.

This was the first interurban line out of Terre Haute and must have been completed by 1900. It was part of the system founded here by Stone and Webster, but in 1903 work was begun on a line to reach Clinton. Following this came a line projected to reach Paris and a separate corporation known as The Terre Haute and Western Railroad covered that portion of the line from the state line to Paris.

A Surprise Move.

During the construction of this latter line a promoter with eastern connection procured a franchise from the City Council to build a line to Sullivan. This promoter went east to get the financial support necessary for his venture and in his absence the Stone and Webster organization diverted all shipments of poles, wire, rails, ties, and other material necessary and had them shipped to points on the Evansville and Terre Haute Railroad which paralleled the proposed route to Sullivan.

There was nothing in these shipments to connect them with the Stone and Webster outfit, and work which was started at once was apparently a continuation of the promoter's work.

When this individual had secured the necessary backing and returned to Terre Haute he was more than mildly astonished to find a great deal of work done that he had expected to do with his organization. He then abandoned his project and it was completed to Sullivan as a part of the Stone and Webster system. Work was then resumed on the Paris line.

In the meantime, the Brazil line had been rebuilt and became the start of the line which eventually reached Indianapolis. There through a great system of interurban lines one could reach New England points by trolley, though it was never explained why anyone would be rash enough to attempt such a tour.

A State Wide System.

With the organization of the Terre Haute, Indianapolis and Eastern Traction Company it was possible to reach a great deal of Indiana and a few points outside the state. This system radiated from Indianapolis and was divided into six divisions called the Northwestern, Eastern, Martinsville, Danville, Brazil, and Terre Haute Divisions.

The Northwestern Division included lines to Lafayette and Crawfordsville. The Eastern Division included lines to Richmond and New Castle. The Martinsville Division reached only to Martinsville, and the Danville Division terminated at Danville.

The Brazil Division connected with the Terre Haute Division which included Clinton, Paris and Sullivan.

Passenger Fares.

In the Terre Haute system fares were on a zone system which started with the Brazil line. The franchise of this line granted by the Vigo County Commissioners provided that the fare between Terre Haute and Brazil should not exceed fifteen cents for one way or twenty-five cents the round trip. However, in practice one paid twenty cents because the Company required an additional five cents from the zone limit to any point inside either city. Then transfers were given to ride city lines, but the city lines did not give transfers for the interurbans. In later days the minimum fare was fixed at ten cents for any distance and eventually a passenger tariff fixed the fare on a mileage basis.

The Whistle Stops.

In many instances the motorman would stop almost anywhere that the passenger desired, but these points became so frequent that regular stops usually known by number were established at points a mile or so apart and were given a different "stop" number. However, many of these stops were given names that bewildered the stranger who looked out and saw nothing, in many cases not even a building, where he assumed there was at least a cross roads store.


Some of these names might indicate a nearby land owner or almost any other source. For instance on the Terre Haute system was Allendale, our near-by suburb. Ferguson Crossing on the Paris line was named for the family of that name who lived on the adjacent hill and which later became Stop Four.

Carl Avenue, a street in a subdivision; Numa, a point on the Wabash and Erie Canal north of Terre Haute and Turman's Creek, a historic spot in Sullivan county.

East Germantown between Indianapolis and Richmond had its post office name changed in the days of World War One to Pershing, and in more sane days when the people asked the post office department to restore their original name they were refused on the grounds that the people should be consistent. The post office remains Pershing, but the town remained Germantown. Farther east is a town known as "Ogden," named for a general of that name who helped construct the National Road. Another name, just east of Indianapolis, is Cumberland, a one time stage coach station on the Cumberland Road in Indiana, later known as the National Road.

Almost any community of any size on this wide spread system, no matter what the name, was a station though it seldom had a ticket office and all freight was prepaid. The numerous unnamed stops, which in many cases were only road crossings, were actually "whistle stops," where one half mile away the motorman sounded his air chime, the successor of the steam whistle, and people desiring to board the car stood at the side of the track and waved their hand in the daytime or burned a newspaper torch at night to attract his attention.

To many hundreds of the elite patrons of the road, these "whistle stops" were a joke and merely something to liven conversation at parties, but to thousands they meant home.



*If it's worth
Saying...
It's worth
Writing.*

JOHN G. BIEL

1940

January 10th--

The Interurban line between Terre Haute and Indianapolis was discontinued at midnight on this date. The last interurban left Terre Haute for Indianapolis where it stopped and did not return.

(From information supplied by Public Service Company to John G. Biel on 7/30/56)



Only Yesterday

By Frances E. Hughes

With all the talk these days about transportation problems, one hears many a person say, "Too bad we didn't keep the streetcars and interurbans."

Probably it is too bad for there was no ecology problem with them, they were an efficient and economical mode of transportation and the interurbans went as fast as 70 miles an hour as they swayed and sang their way along the tracks.

At one time, Terre Haute was the west central terminal of the most extensive interurban system in this country. It was called the Terre Haute, Indianapolis and Eastern Traction Company line.

"Some interurbans had more pep than others," says Wiley Payne of 2711 South Seventh Street, who worked as both a conductor and a motorman on the old streetcars of Terre Haute many years ago. "Some buses do, too", he added.

The first interurban service in Terre Haute started Sept. 2, 1900, when the Terre Haute Electric Company began operating to Brazil. This is the line that later became a part of the Terre Haute, Indianapolis and Eastern Traction Company. Later, the interurbans went on through Brazil to Greencastle and Indianapolis. The lines were abandoned on Jan. 10, 1940.

There were also lines to Sullivan, Clinton, Martinsville, Danville, Lebanon, Frankfort, Lafayette, Crawfordsville, Greenfield, Ellettsburg, New Castle, Cambridge City, and Richmond, Ind.; Chicago, Ill.

Within the city of Terre Haute, the interurbans ran on the streetcar tracks. The terminal was in the Terminal Arcade, the recent former bus station here between Eighth and Ninth streets on the north side of Wabash Avenue. The car barns for both the interurbans and streetcars was on the north side of Wabash Avenue about Twenty-eighth Street.

The first interurbans did not go very fast, but after they had been in operation for several years, it was possible to make some of them go as fast as 70 miles an hour.

The Terre Haute Street Railway Company was authorized to lay tracks in the city streets for public transportation in Terre Haute by the Common Council in 1866. Railway cars and carriages to be used on these tracks were operated at first by animal power (horses and mules) only and could not connect with any other railway which other power was used.

So as not to interfere with passage of wagons and carriages, tracks were not to be elevated above street level, and all tracks were to be of uniform gauge not to exceed five feet in width and laid in the center of the streets only.

Like the first interurbans, the first streetcars were slow, not being allowed to go more than six miles an hour. When turning corners, the animals were driven no faster than a walk.

When the cars became electric ones, sometime before 1894 of course, they went much faster. In fact, when they rattled down the streets, many a house would tremble and shake the pictures on the walls all askew.

The first cars were wooden ones and later they were made of metal. In later years, they had electric motors, speed control and automatically-controlled doors. In summer, there were open cars with running boards along the sides. Seats on all the cars were of woven rattan.

The last street cars, before local streetcar service was abandoned on Oct. 21, 1939, were bigger and it is remembered by many that they were probably interurban cars.

According to Mr. Payne, street cars (as well as the first buses if it succeeded them) ran 10 minutes apart on all 12 city lines. Each line had only one track but there were switches at points along the way and at the end of each line, the backs of the seats were flipped the other way and faced forward on the return trip. Cars could be operated from either end.

✓ Early cars were large. Each had a conductor who collected the five-cent fares and gave out free transfers, opened and closed the doors with hand levers, while the operators or motormen operated the cars.

Later, there were smaller cars operated by only one person. At first, cars were painted green and called "June Bugs" but in the interest of safety, they were later painted orange and yellow so they could be seen better. There were many accidents involving interurbans and streetcars in those days.

✓ A distance of 200 feet had to be kept between the cars running in the same direction. Cars ran from 5 A.M. until midnight seven days a week and when it snowed one car was operated on each track all night long to keep the tracks clear, according to Mr. Payne.

✓ On all 12 lines on which the streetcars ran, Wabash Avenue was an integral part and there were stops at each corner. As Mr. Payne remembers, one line extended from downtown on Wabash to Highland Lawn Cemetery and another extended back from there down Wabash Avenue to Ninth Street in West Terre Haute.

The South Seventh Street line went from Wabash Avenue to the 2700 block and the Third Street line back on this, down Wabash to Third, and south on Third to Voorhees.

The South Thirteenth Street line went from Wabash Avenue south to Hulman Street, and the North Thirteenth Street line from Wabash Avenue north to Barbour Avenue.

Originally, the North Thirteenth Street line went clear north to Collett Avenue. There it turned west to take riders to Harrison Park, which was a little north of Collett Park. In Harrison Park, there was a casino, where many concerts and events of interest were held in the large one-story frame building.

Shortly after the turn of the century, the casino was moved to the east end of Terre Haute, just west of the old fairgrounds where Memorial Stadium is now standing. Josephus Collett bought the land from Corey Barbour and donated Collett Park to the City in 1883.

Harrison Park was named in honor of Russell B. Harrison, superintendent of the street railway company and son of President Benjamin Harrison, twenty-third president of the United States. Russell Harrison lived in Terre Haute for about six years at that time.

The North Nineteenth Street streetcar line went north on Thirteenth Street from Wabash Avenue to Locust Street, east on Locust to Nineteenth Street, and north on Nineteenth Street to Maple Avenue.

The South Seventeenth Street line extended south of Wabash Avenue on Thirteenth Street to Crawford Street, east on Crawford to Seventeenth Street and south on Seventeenth to Hulman Street.

Listed as the East Locust Line was that which went north on Thirteenth Street from Wabash Avenue to Locust Street, and on east on Locust to Twenty-fifth Street.

Considered the North Eighth Street line was that which went north from Wabash Avenue on Sixth Street to Locust Street, east to Eighth Street and north on Eighth Street to the end of the line on Maple Avenue. This was to Collett Park and on the corner there was an ice cream parlor called LaFollette's and later a drug store called Stewart's, where young people congregated for ice cream sodas.

Also going north on Sixth Street from Wabash Avenue to Locust was another line that turned west on Locust to Fourth Street and north on Fourth to Eighth Avenue.

Another line, which served the Union Depot, went from Wabash Avenue north to the railroad tracks. The streetcar tracks turned east at the park by the station, went around the park and back to Ninth Street for the return trip.

Many a family took a streetcar ride from somewhere along one line, to the end of the line and back on a Sunday afternoon as an entertainment feature of the day and a way to get cool on a hot day.

It is a question as to whether it was the depression or pressure from the auto, tire and oil companies that was responsible for the

interurbans and streetcars

demise of the interurbans and streetcars as transportation. Before they quit running, the streetcars had competition from Jitneys, which operated for the same five cent fare (thus called Jitneys). Jitneys were forerunners of taxis of today. Most of the Jitneys were Fords, then called flivvers. Buses then replaced both and on the same routes that the streetcars had run.

These are particularly poignant memories to Wiley Payne, who came to Terre Haute, from Shelburn to work on the streetcars in 1923. He earned just \$20 a week and those weren't 40-hour weeks either. Sometimes he was conductor and sometimes motorman,

and he kept his job until the streetcars stopped running in 1939.

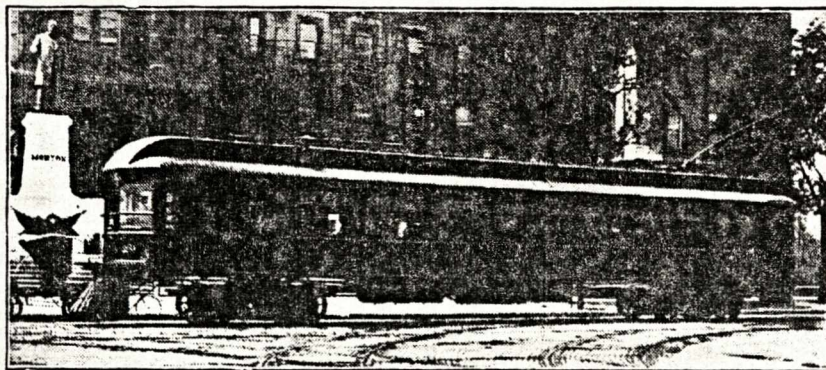
He then drove buses that replaced the streetcars until his retirement in 1966. He served as financial secretary of the Bus Drivers Union, Local No. 1064, for 20 years, became a representative from his union to the Central Labor Union Council and served the Vigo County Labor Union Council as financial secretary from 1942 until his retirement.

During World War II, he also was employed with the War Price and Rationing Board in addition to his bus job and union office.

TRAVEL VIA THE

Terre Haute, Indianapolis  and Eastern Traction Co.

HOURLY LOCAL AND FAST
LIMITED SERVICE



ECONOMY, CONVENIENCE
AND COMFORT

Ad for the
interurban
in its
hey day!

To and from Terre Haute, Sullivan, Clinton, Indiana, Paris, Illinois; Brazil, Greencastle, Indianapolis, Martinsville, Danville, Lebanon, Frankfort, Lafayette, Crawfordsville, Greenfield, Knightstown, New Castle, Cambridge City, Richmond, Indiana and Dayton, Ohio

Fast Freight Service to all Points reached by Traction Lines in Indiana, Ohio and Paris, Illinois

Gas pumps inaccurate; miners seek parley



October 4, 1924

FIFTY
YEARS
AGO

Of the 246 gasoline pumps operating in Terre Haute, only 177 were found to be correct by the city sealer.

John W. Davis, Democratic candidate for president, will speak in the stadium October 18. Secretary of Labor Davis opened the Republican campaign with an address at the Hippodrome.

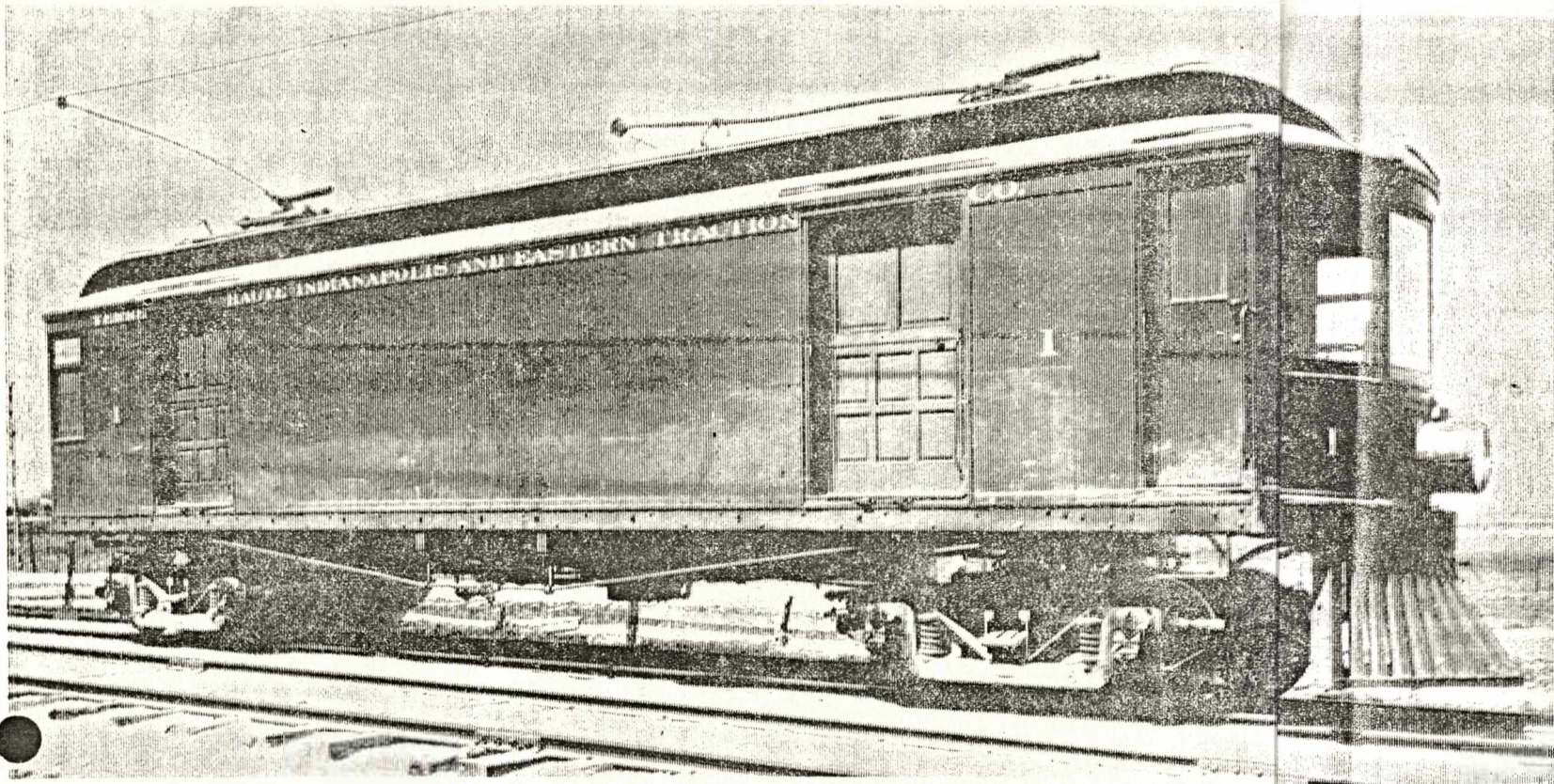
Miners asked for a parley on Labor

Butters, and Guy Jackson left today for Washington to attend the world series games. They intend to see all the games and are making the trip by train. Because of the difficulty in obtaining seats, they wired Sam Lane to reserve seats for them in New York and Senator Watson is taking care of the reservations for them in Washington.

Celebrating the first anniversary of the removal into the new home, the employees of the Viquesney Printing company were guests at a chicken dinner Monday evening. Present were Misses Lucille Viquesney, Maude Morrissey, Cora Schwebel, Bertha Fisher, Anna Wolfensteger and B. L. Viquesney, Floyd Price, Edward Lowry, Jerry Sparks, Arthur Thoms, Clay

The schedule for the first comprehensive system of evening schools to be established in Terre Haute has been completed. Academic work is to be offered at both Wiley and Garfield, vocational work at the Gerstmeyer and at the Girls' Vocational as well as classes at the Washington school. The schedule for Wiley and Garfield includes English, history, civics, arithmetic, reading, spelling, hygiene, Americanization, high school subjects, and cord furniture. The registration fee is to be \$1.50. Offered at the Girls' Vocational school will be plain sewing, dress making, children's sewing, millinery, cooking, foods, typewriting, bookkeeping, English, home nursing, shorthand and salesmanship. These are

History of Old Interurban Service Is Fascinating



OLD NO. 1 of the Terre Haute, Indianapolis and Eastern Traction line which was used to haul parcels and freight for delivery along the many stops between Terre Haute and Indianapolis and the other THI&E lines running to Sullivan, Paris and Clinton.

EDITOR'S NOTE: This is the first in a series of reports in the Sunday Tribune-Star on the old electric traction systems, with particular emphasis on interurban and streetcar facilities common throughout this area of the Midwest during the first third of the 20th Century. The following story traces the early history of electric traction in this country and abroad. Subsequent articles will deal with interurban and streetcar lines which operated between and through various communities in the greater Wabash Valley.

By DICK SUTLIFF
Tribune Staff Writer

Electric traction is defined as any means of transport in which vehicles are powered by electric motors supplied with electricity from relatively distant power generation stations.

Included among such systems

—The streetcar, operating in single or multiple units on tracks laid in the streets.

—The electric trolley bus, operating on rubber tires on the streets.

—The interurban railway, with single-unit or multiple cars operating between cities, primarily on tracks built on private rights-of-way.

—Rapid transit lines, operating multiple-unit electric trains on private right-of-way, often elevated or underground in metropolitan areas.

—Electrified main-line railroads, including service of a suburban nature, and trunk line operations powered by electric locomotives.

Davenport's Invention

In 1834, Thomas Davenport, a Brandon, Vt., blacksmith, built a small battery-operated electric motor, and used it to run a small car on a short section of track.

In 1838, Robert Davidson of Aberdeen, Scotland, constructed a five-ton electric locomotive which ran experimentally on the Edinburgh-Glasgow line, but ended when locomotive drivers and stokers destroyed it at Perth because it threatened their jobs.

At Dover, N. H., Moses Farmer operated a car in 1847, a vehicle capable of carrying two persons.

Three years later, Charles

G. Page built an electric car and ran it from Washington, D. C., to Bladensburg, Md., at amazing speeds—up to 19 miles an hour.

Page, who was associated with the U. S. Patent Office, got financial backing from Congress, but the experiment suffered many mishaps, and Congress withdrew its support.

The problem was not that the early forms of traction couldn't run. They could, but the need to rely on storage batteries for power seriously limited traction potential.

Dynamo Boosted Traction

But with the development of the principle of generating electricity by a dynamo, commercial electric traction was on the way to being a success.

The first successful electric locomotive not powered by a battery was shown at the Berlin Industrial Exhibition in 1879. Power was furnished through a third rail.

In 1881, the first commercial electric line was built on a 12-mile stretch at Lichterfelde, near Berlin.

Power was fed through the

two rails, but difficulties were encountered because of short circuits in rainy weather, and shocks to pedestrians and horses crossing the tracks.

In 1884, John C. Henry of Kansas operated a two-wire overhead power system on an experimental basis. He also tried to control the speed of the cars with the use of a gear box similar to that found in automobiles.

Prior to that time, the cars had to operate under full power or not at all.

Meanwhile, Leo Daft of New Jersey was conducting experiments with various kinds of electric traction. He used a system of two overhead wires, and in the late 1880's, a number of small transit systems was electrified with this system.

Trolley Ran on Wires

Daft's system featured a small carriage or trolley running on the wires to bring power to the cars. From the trolley of the Daft system, the word trolley eventually emerged.

About the same time, Charles J. VanDepoele developed a similar system, but he used only one trolley pole and wire, utilizing the rails as the electrical return circuit.

In 1885, VanDepoele demon-

strated the system at the Toronto Agricultural Fair hauling large numbers of passengers.

The success of this operation led to the installation of one of the first intercity (interurban) routes, from St. Catharines to Thorold in Ontario, and the electrification by VanDepoele of the Montgomery, Ala., system in 1885-86.

Frank J. Sprague, the last of the group of major electric railway inventors, formed a company to produce and install traction facilities, and in 1886 he electrified the Richmond, Va., system.

First Big-City Operation

Sprague used a rheostat to control the flow of power and thus the speed. Operation of the Richmond system began in 1888, and is generally regarded as the first successful large-city operation.

Other earlier, but smaller, operations were established, not only in Montgomery, but also in Detroit and Port Huron, Mich.; Lima and Mansfield, Ohio; Appleton, Wis.; Scranton, Pa., and Windsor, Ontario, Canada.

Another of Sprague's major contributions was the multiple-unit control system, which per-

mitted several cars running together to be controlled by the train motorman.

This invention revolutionized urban and suburban rapid transit systems after its introduction on the South Side Elevated Line in Chicago in 1895.

The use of the streetcar in the United States spread rapidly after the first successful installations. The period from 1902 to 1917 is considered the one of most rapid expansion.

In most larger cities, giant companies were formed from the small, independent lines which had the original franchises, and one company soon gained control over the traction system and the electric power system of a given area.

Improved Equipment

As time went on, motors and cars were improved. The little four-wheeled cars gave way to big eight-wheelers with considerably greater carrying capacity. Steel bodies replaced wooden ones, and the arch roof design succeeded monitor roofs.

The spread of streetcar operations in Europe was equally

rapid. By 1908, about 2,500 miles of electric lines were in operation. The figure remained stable for 20 years.

Larger cities in South America, Asia and Africa also boasted extensive streetcar operations. Double-decker cars were popular in Great Britain, although they never caught on elsewhere. Zone fare systems were much more common in Europe than in the United States.

Most streetcar operations started having financial difficulties during World War I. Wage expenditures and cost of material rose, squeezing the companies, which could not raise fares in most cases, since they were set by franchise.

City governments were reluctant to permit fares higher than a nickel. But after the federal government appointed a commission in 1919 to study the problems of the industry, fares were gradually raised, and rate controls were shifted frequently to state public utility commissions.

A more serious problem facing the electric traction industry was the rise of the automobile.

It began in Los Angeles 1914 when several persons started operating autos in transit service on major routes, carrying passengers for 5 cents.

It was called the jitney, after the 5-cent or "jit" fare, and spread rapidly across the nation, seriously affecting streetcar business, and also prejudicing transit officials against the motor vehicle in any form whatsoever.

Regulations gradually drove the jitney out of operation, along with competitive bus operation. Local governments were forced in some cities, to choose between the jitney and the streetcar and took the latter.

Independent bus competition with streetcar lines was rarely permitted after 1925. But, as the use of automobiles increased, public transportation began feeling the pinch.

NEXT WEEK: Interurban in America.

Interurbans carried large freight volume

By Frances E. Hughes

SPECTATOR 10-1-77

In the late 1930s and early 1940s, the interurbans of the Terre Haute, Indianapolis and Eastern Railroad line hauled as much as two million tons of "less than a carload" freight in a month.

This was more than that of all of the four railroad lines that ran through Terre Haute at that time, according to Benjamin C. Nash, 902 Marley Avenue, who worked for the interurban line for 30 years.

It was in 1866 that City Transportation became a reality with horse-drawn street cars on rails. This mode of transportation was used in Terre Haute until 1892 when the cars were electrified in the city.

In September, 1900, an interurban line was built to Brazil. In 1902, one was added to West Terre Haute. Then, the Brazil Rapid Transit came into being from one end of Brazil to another, until the line was extended to Harmony.

At this time, the interurban company was owned by Stone and Webster Company, an eastern company based in Boston, Mass. In 1903, the company completed a line to Clinton; in 1906, one to Sullivan and in 1907, one to Paris.

At that time, the company was known as the Terre Haute Electric Company, which provided not only the city and interurban transportation, but all the power for Terre Haute and other surrounding areas.

Before the line to Paris was started, a separate company was formed by the same owners that was called the Terre Haute and Western Railroad, because it was crossing an interstate line. The two companies were then sold to the McGowan interests of Indianapolis, which changed the name to Terre Haute, Indianapolis and Eastern Railroad.

In 1908, the line was extended to Greencastle and later on to Indianapolis.

Ben Nash started working part-time on the section crew in 1913 when he was still in high school as his father was superintendent of the street railway from 1903 to 1926. When Ben was 15, he went on full time in the express office at a salary of \$45 a month.

Until 1943, when the line closed down, Ben worked every job in the freight department in all stations of the system, as well as motorman, ticket agent, freight foreman and other jobs.

Then, he went with the Chicago and Eastern Illinois Railroad, where he was employed from 1944 to 1966, when he retired. He worked as a freight checker, clerk and freight foreman.

The first power plant of the interurban was on the northwest corner of Ninth and Cherry Streets. Later, this was replaced by a new and larger power plant at Water Street and Wabash Avenue.

The former power plant building then was remodeled and became the first freight house. There was one set of tracks that led from Ninth Street down Cherry street to midway of the block, where doors of the freight station were placed. When a car was received, according to Nash, it was spotted opposite one of the doors. Empty oil drums were placed from the car to the door, planks were laid on top of the drums to make a runway and the freight was unloaded on this ramp.

Later, a large opening was cut in the Ninth Street side of the building with tracks laid and trolley strung so that the cars could go right into the building for loading and unloading. There was also a driveway into the building so that the horse-drawn carts could enter to haul the freight to and from customers.

Customers would call the freight house and a representative would go to the place of business and give an estimate on the freight to be hauled. The only competition to the interurban was the railroad. Two cars could be taken into the freight house for loading and unloading at one time. Before there was a freight house, the cars were loaded in the middle of Cherry Street.

On the run from Indianapolis, sometimes as many as seven freight cars would be hooked up together for one run. Sometimes, the freight would be brought in on what was called the "Hi-Ball," a two-car express that carried Wells Fargo Express in the motor car, which went directly to Union Station, and a box car, which was left at Cherry Street and unloaded there.

In the smaller towns, when freight service first started, the

crews would unload freight in front of the places of business in or on the sidewalks at the closest corners. As business increased, freight houses were built in the smaller towns. Clinton also finally added a passenger station as did Paris. Brazil and Vermillion had sub-stations and there were freight houses at Sullivan, Farmersburg and Shelburn.

The crews, consisting only of a motorman and conductor, loaded and unloaded their own freight.

As business increased, the freight house was enlarged to about two-thirds of the block north to Mulberry with a store room, line department and meter department added. The office was located in the northeast corner of the building and the first office force included an agent, two bill clerks, one chief clerk and cashier and one freight solicitor.

As business picked up, a night crew was added. These men worked from 11 p.m. until they finished, regardless of the time, and were paid 15 cents an hour with no overtime pay.

Christmas time was the busiest season and Clinton was the busiest station. World War I also was a busy time for the interurban line. Ninety-nine per cent of the freight was less than carload, according to Nash. All kinds of freight was handled--groceries from about five wholesale houses, casting from two or three foundries, paper boxes, fruits and vegetables from several companies, crackers, cookies, beer, whiskey, canned goods and many other items.

During World War I, there was so much business that the men often had to work double shifts. They worked 24 hours, were off about six hours and then another 24 hours. Three or four 14 and 15-year-old boys were hired each night along with one man to stack all the freight. As many as six or seven inbound cars and three or more outbound cars were handled in one night.

Later, the night crew consisted of two truckers, a loader, stacker and foreman. In the 1930s, the employees joined the Association of Street Electric Railway and Motor Coach Employees of America Industrial Union.

There were four tracks leading from Eighth to Ninth Street on the south side of Cherry Street to the terminal there. The passenger station was on the north side of the alley between Wabash and Cherry. Interurbans went north on Ninth Street to the Union Depot but only went south on Eighth to Wabash Avenue.

In 1920, the freight house caught on fire and had to be rebuilt with an inbound freight house and outbound one.

After motor trucking started to cut in on the revenue of the interurban lines, "door delivery" was started by hiring local draymen to haul freight in town. The pay was three cents per hundred pounds for fourth class and five cents for first, second and third class. Eventually, the company had its own trucks and then went into the trucking business. All equipment was leased to Interstate Motor Freight and in 1943 was sold to the Wesson Company of Detroit, Mich.

According to his wife, Helen, Nash "just sits in his chair and reads Westerns these days," but we'll guess that he thinks back a lot to when "working on the Interurban line" was a big part of his life.

WALKER, EDWIN W.

Lockport (N.Y.)

Community Affairs File

Sec 20-1926
Business Man Dead.

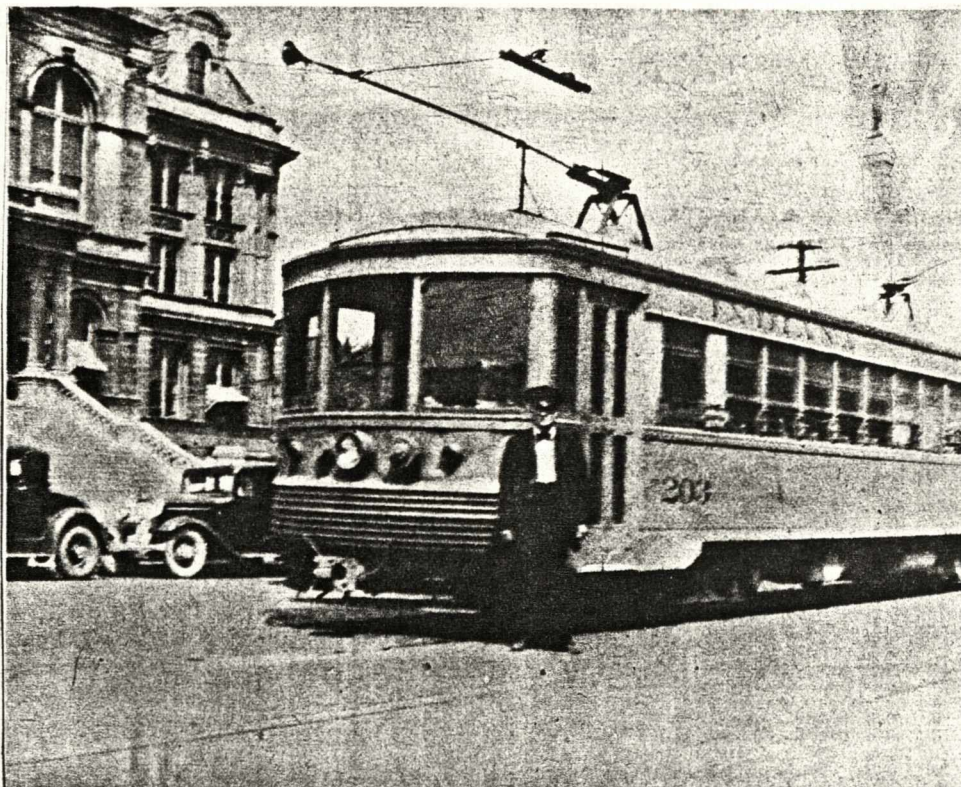
Edwin M. Walker, for several years general manager of the Terre Haute division of the Terre Haute, Indianapolis and Eastern Traction Company, was killed Thursday morning by being asphyxiated in the garage at his home at Schenectady, N.Y. News of Mr. Walker's death was received by A. F. Kivits in a telegram from Mrs. Walker. Mr. Walker for several years was head of the traction company's interests here and resigned about three years ago, to accept a position as president of the Schenectady Railway Company. He came here from Lockport, N. Y. He introduced the one-man street car in Terre Haute, one of the first cities to use this type.

*Transportation -
Street Cars*

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DO NOT CIRCULATE

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TERRE HAUTE, INDIANA

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Vigo County Historical Society



HEADED FOR THE LAST ROUND-UP—No. 203, Operator Sam
Freese, starts on the last trip to the Stadium before the street cars
were recently replaced by the bus lines.

Aug 1939

STREET CAR SLUGS OFFERED THE PUBLIC

The new Liberty silver street car slugs made their appearance Friday morning. The company has bought fifty thousand of them, and they will be sold five cents straight. They are round, of Liberty silver, have a punched out design in the middle and are stamped "Good for one city fare. Terre Haute division."

Dec 27, 1918

Terre Haute, Ind. Sept 30 1873-

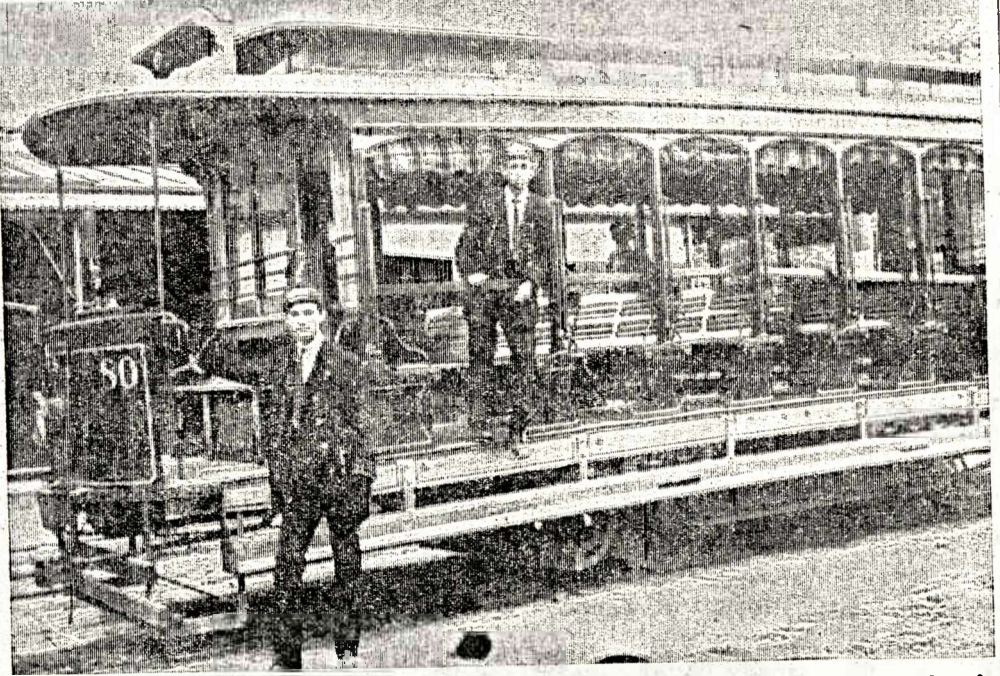
Property of
Vigo County Historical Society

President & Directors of the Terre Haute
Street Railway Co.

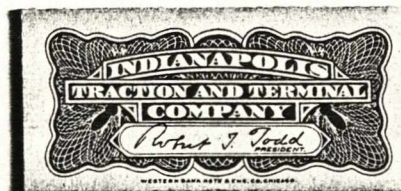
Terre Haute Ind;

The undersigned in consultation with
others propose to build a Street Rail Road
on Fifth Street north of Main, to Lafayette
thence northerly on Lafayette to 8th
Street, thence north on 8th to the Street
opposite "Managers Trust" thence west
to 7th Street. As your ^{Company} claims the exclusive
right to build on these Streets as far as the
City limits, we respectfully request of your
Company an assignment to our Company
all your rights in the route above
named. Your immediate answer
will oblige. If you concede this to us
we will agree not to go nearer the Sixth
Street Depot than 5th & Lafayette Streets.
Yours &c
Jesse Dea
J. H. Hest

STAR 7/12/75



SUMMER STREET CAR VINTAGE 1917 — The 'summer' street car, a familiar mode of transportation in Terre Haute until the mid-1920's. Homer Brandon (left) was conductor, while the second man collected fares, switched the trolley, and prevented kids from hitchhiking rides. Brandon was the grandfather of State Trooper Don Nulls.



Originals at the Vigo County Historical Museum

4

Sept 4 1910

The TERRE HAUTE TRIBUNEAN INDEPENDENT NEWSPAPER.
Daily and Sunday. Established 1894**THE TRIBUNE PUBLISHING CO.**
Terre Haute, Ind.Only newspaper in Terre Haute having
full day leased wire service of Associ-
ated Press. International morning
news service.Telephone—Business Department, both
phones, 378; Editorial Department, Cit-
izens 155; Central Union, 316.In advance, yearly, by mail. Daily
and Sunday, \$5.00; Daily only, \$3.00;
Sunday only, \$2.00Entered as second-
class matter January
1, 1906, at the post-
office at Terre Haute
Indiana, under the act of congress of
March 2, 1879.**CONSULT THE PUBLIC.**

Terre Haute women, wearers of the hobble skirts and otherwise, are complaining of the high running boards and steep steps on the street cars of the local lines. One of them, who says she does not wear the hobble, voices the complaint of the sex to The Tribune in a statement that is deserving of attention from the big public service corporation that controls the transit lines. She says:

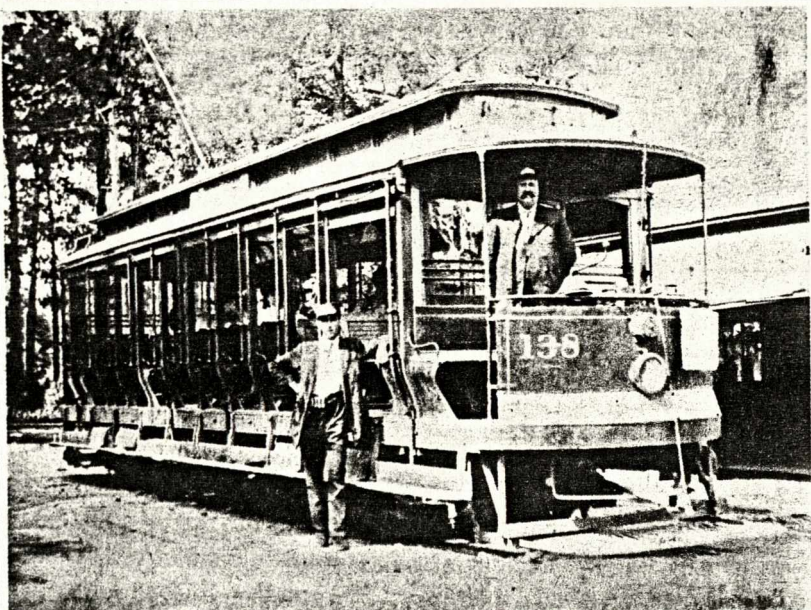
"If Terre Haute women are not as modest as they should be, it is not their fault. The impossibility of climbing into a street car with a step higher than most men can make gracefully is not conducive to modesty. It is a question of torn dresses, bruised shins and possibly worst injury, or the exhibition of stockings and sometimes garters. The latter alternative may appeal to some as being of no consequence, but it is the least of two evils and no woman can be blamed for accepting it."

Of course, there is no reason why Terre Haute women should not successfully negotiate the step, even though it be high and skirts be bothersome, but if the women do not desire to make spectacles of themselves for the enjoyment of the street loafer they should not be compelled to do so.

There are probably a dozen different styles of cars in operation in Terre Haute. These types have all been tried out for a long enough period to present their advantages and disadvantages. It would seem that in the course of time the traction company would discover which design suited the needs of the city and would work to that end in the purchase of equipment.

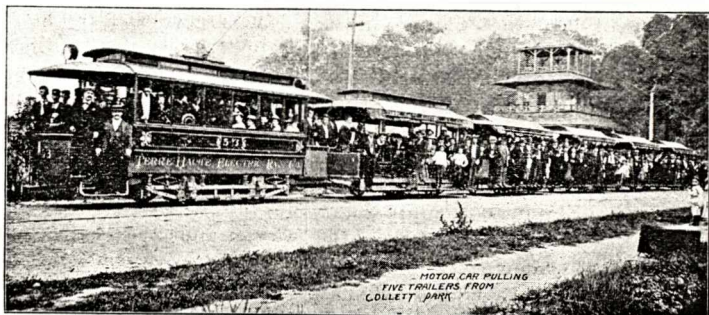
And in selecting cars that are serviceable the people who use them should be given a voice. No one can explain why it is necessary to place running boards three feet from the ground. No one can explain why, when more convenient cars are now in operation, it is necessary for the company to continually operate others that not only inconvenience but actually endanger passengers.

Terre Haute's street car service can be greatly improved. The greatest need is more attention to the convenience of the people who maintain the service, and the sooner this is realized the better, even for the public servant.



SUMMER TROLLEY—Fuzzy Reese (left) was the conductor of this trolley, stopped on N. 8th St. near Collett Park in 1906 or 1907.

DEC. 22, 1894



MOTOR CAR "FIFTY-THREE" PULLING FIVE WELL FILLED CARS.



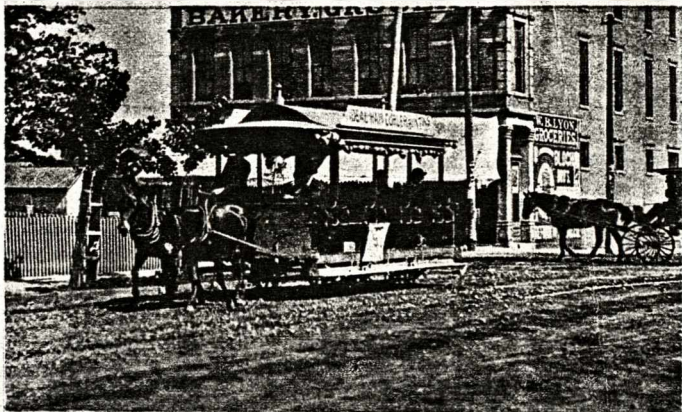
MAY 26 1952

This was found in one of the 6
 scrap books of the Electric Railway
 given to the library by Beecher
 during Miss Cranford's tenure
 Mrs. Mairia of Indiana University
 who it was found.

Property of
 Vigo County Historical Society
 A61-53

Vigo County
 Original copy at the Historical Museum

THE NEW and the Old in Terre Haute's TRANSPORTATION



The photograph above shows how Terre Hauteans traveled back in the "good old days" before Terre Haute and the Wabash Valley had grown to be known as important industrial and commercial territory.

In those days the "hay burner" type of mule propelled street car was sufficient to the needs of our best citizens.

July 1 1903 GAZETTE

1st car to WTH TH Elec Traction Co will run an
elec st car on other side of riv this eve startin
from W end of Wab riv bridge at 7:15 pm and going
to WTH triäl trip over track laid by co cometime
ago & sev trips will be made back & forth in
nature of tests. only 1 car taken over. Gen'l
manager Wells

July 2 1903 1,000 res accetp invitation & free
ride

Property of
Vigo County Historical Society

Terre Haute Street Railway Documents,
(photostat copies), 1893-1896.

Property of
Vigo County Historical Society

There are 19 documents consisting of 29 sheets, in this group. Three legal units are mentioned. First, Terre Haute Street Railway Company; second, Terre Haute Electric Railway Company; third, the city of Terre Haute.

The list of documents is as follows.

1. February 11, 1893, Senate Chamber. Letter from William E. McLean, to Russell B. Harrison, New York City, congratulating him on the purchase of the T. H. Street Ry. Co. (2 sheets, $23\frac{1}{2}$ cm X 15 cm)
2. April 14, 1893, Boston. Letter from Eliot & Co., bankers, to R.B. Harrison, regarding the sale of Terre Haute bonds in the New England. (1 sheet, 28 cm X 21 cm)
3. May 29, 1893, Indianapolis. Letter from Benjamin Harrison, to son Russell, New York City, offering legal aid, but not as official attorney. (2 sheets, 19 cm X $11\frac{1}{2}$ cm)
4. June 19, 1893, Terre Haute. Letter from P.P. Thomas to Russell B. Harrison, New York City, regarding track and bridge at Lost Creek. (1 sheet, 27 cm X $20\frac{1}{2}$ cm)
5. July 10, 1893, Terre Haute. Letter from M.F. Burke, Supt. of T. H. S. Ry. Co. 100 N. Ninth St., to R.B. Harrison, New York City, regarding revenues and costs.

Letter was approved by R.P. Thomas. (4 sheets, 27 cm
x 21 cm)

6. Extracts from Lew Wallace's report on the franchises of the T. N. Street Railroad, giving history, legality, provisions, etc. (4 sheets, 35 cm x 21 cm) no date
7. November 5, 1894, Pittsburgh. Letter from Westinghouse to Russell B. Harrison, Terre Haute, Pres. T. N. Electric Ry. Co., regarding favorable publicity, and regarding gear to use on motors. (1 sheet, 28 cm x 21½ cm)
8. Specimen bond, 1894, of the T. N. Electric Railway Co., \$1000 denomination, acknowledgment to the Metropolitan Trust Co. & Union Trust Co. a debt with interest, (gold bond) 6% due in 40 years. (1 sheet, 30 cm x 22 cm)
9. Sheet of coupons, numbered 41 to 80, October 1, 1904 to July 1, 1914, \$15 payable quarterly. (1 sheet, 30 x 22 cm)
10. January 14, 1895. Terre Haute. Letter from J. Irving Riddle to John C. Abbott, Hartford Conn. recommending the T. N. Street Railway Co. 1 sheet, 35 x 22½ cm
11. March 14, 1895. Boston. Letter from N. Van C. Hornum, banker, regarding ~~bid on 125,000~~ to Russell B. Harrison, Terre Haute, regarding bid on \$125,000 City of Terre Haute bonds (4%) payable in currency ~~no~~ gold. (2 sheets, 28 x 21 cm).

(T. N. S. Ry. Co. cont'd)

12. Jan. 17, 1896, Alney, Ill. Letter from F. N. Boyer, Gen. Mgr. and Sec., Terre Haute, Alney, & Chester R.R. Co. to Russell B. Harrison, Terre Haute, notifying him of his election as a director and vice Pres. of the Alney R.R. Co. (1 sheet, 27 X 20 cm)
13. May 19, 1896, Alney. Letter from same to same, regarding a meeting with Harrison soon, regarding the building of the new road. (1 sheet, 27 X 20 cm)
14. June 20, 1896. Application of T. N. Electric Railway Co to New York Stock Exchange for listing more of its gold 4% bonds. July 13, 1896. acceptance by the Committee on Stock List. (1 sheet, 26½ X 21 cm)
15. Monthly gross and net receipts of T. N. Elec. Ry. Co., for year ending July 1, 1896. (1 sheet, 25½ X 21 cm)
16. Approximate costs of all steel track, and paving, T. N. Elec. ~~Steel~~ Ry. Co. (1 sheet, 27½ X 20½ cm)
17. Monthly construction costs, 1896, for four functions: (1) Light, (2) railway, (3) parks, (4) steam heat. (1 sheet, 27 X 20 cm)
18. Seven bond issues, dated 1894-1896, amounting to \$58036.65; for street assessment improvements, charged to T. N. Elec. Ry. Co. (1 sheet, 28 X 21 cm)
19. List of bondholders (24 holders) due in 1914, residing in New York, New England, and Pa., and list of 17 holders of old bonds due in 1912. (2 sheets, 28 X 21½ cm)

Street Cars

388.4

TERRE HAUTE TRACTION and LIGHT COMPANY, 1903

Terre Haute Electric Co. incorporated June 1, 1903 as Terre Haute Traction and Light Company. Leased Mar. 25, 1907, to Terre Haute, Indianapolis and Eastern, who guaranteed 6% on Preferred Stock and 5% on Common after 5 years. June 23, 1931 properties of T H I & E purchased by Midland United Co. and lease taken over by Public Service of Indiana. Present title adopted Aug. 22, 1931.

Terre Haute Electric Co. officers J.V. Shannahan, Pres. - C.D. Porter, V.P. 7 Gen'l. Mgr. - W. Marshall Dale, Treas., - B.P. Sharon, Secy. - L.B. Schiesz, Compt. - Directors - J.R.S., L.K. Callahan, E.J. Booth, Ernest Van Arsdale, Henry Bucher, Lucius B. Andrus, B.P.S.

Annual meeting second Tuesday in June. Office in Terre Haute.

Income Account ending Dec. 31, 1930.

Bonded debt T.H.T. & L. Co. \$1,103,000. Int. payable May & Nov.

Mid United owns \$135,200 Pref. Dividend regularly paid Mar. and Sept.

	1932	1930	1932	1931
Rental Income	399,195	353,081	Planter Prop.	8,800,380
Other	47	26,545	Cash	162
Gross Income	399,242	379,626	Acc. Rec.	334,953
Oper. Exp. & tax	1,953	765	Rent rec'd	89,024
Net Earnings	397,289	378,861	Unadjusted	26,343
Int. Bonds & Notes	186,351	212,801	Spec. Deposits	4,457
Int. - General	26,373	33,938	Prepayments	230
Matt. debt dis. & exp.	24,659	12,875		
Net Income	159,906	119,247	Pref. Stock	1,000,000
? Charges earned	1.67	1.46	Comm. Stock	2,000,000
Pref. Dividends	60,000		1st 5s 1944	2,346,000
? charge & Pr. Div.	1.34	1.19	1 y r. 4% 1932	1,730,000
Common Div.	100,000		Acc. Int. Div.	157,641
Def. Liab.	4,350		Notes Payable	17,062
Depr. Reserve	2,110,144	3,174,682	Due Aff. Comp.	483,453
Cap. Surplus	910,966	366,187	Acc. Fed. taxes	238,641
Earned Surplus	1,769,050			

Property of
Vigo County Historical Society

around 1900 Joseph Blake had a private street car line out Wabash ave. to Fruitridge Ave. north a short distance, and then east to his residence on the east bluff near where Highlawn cemetery is. Passengers were carried on this line. at first it was mule drawn, and then by steam engine. The narrator of this item, Rolla Shepherd, often rode on it.

Waldo F. Mitchell

Clause 3

\$1375.⁰⁰ per year so long as the T.H. T. & L. its successors & assigns shall operate hereunder, 1st payment within 5 days and annually thereafter.

Clause 4

Co. Shall maintain pavement between tracks and 2 feet on the outside of said tracks. Also 6 arcs similar to street lights now in T.H. or 30 cp lamps one on each of 16 ft at the option of the Co. Comm.

Clause 9. Comm. may terminate for non payment of rent after ten days failure to comply after receipt of notice.

Accepted by Ordinance Sep 10, 1905.

Street Cars

388.4

TERRE HAUTE TRACTION and LIGHT COMPANY, 1903

Terre Haute Electric Co. incorporated June 1, 1903 as Terre Haute Traction and Light Company. Leased Mar. 25, 1907, to Terre Haute, Indianapolis and Eastern, who guaranteed 6% on Preferred Stock and 5% on Common after 5 years. June 23, 1931 properties of T H I & E purchased by Midland United Co. and lease taken over by Public Service of Indiana. Present title adopted Aug. 22, 1931.

Terre Haute Electric Co. officers J.V. Shannahan, Pres. - C.D. Porter, V.P. 7 Gen'l. Mgr. - W. Marshall Dale, Treas., - B.P. Sharon, Secy. - L.B. Schiesz, Compt. - Directors - J.R.S., L.K. Callahan, E.J. Booth, Ernest Van Arsdale, Henry Bucher, Lucius B. Andrus, B.P.S.

Annual meeting second Tuesday in June. Office in Terre Haute.

Income Account ending Dec. 31, 1930.

Bonded debt T.H.T. & L. Co. \$1,103,000. Int. payable May & Nov.

Mid United owns \$135,200 Pref. Dividend regularly paid Mar. and Sept.

	1932	1930		1932	1931
Rental Income	399,195	353,081	Planter Prop.	8,800,380	11,087,138
Other	47	26,545	Cash	162	242
Gross Income	399,242	379,626	Acc. Rec.	334,953	97,541
Oper. Exp. & tax	1,953	765	Rent rec'd	89,024	
Net Earnings	397,289	378,861	Unadjusted		26,343
Int. Bonds & Notes	186,351	212,801	Spec. Deposits	4,457	59
Int. - General	26,373	33,938	Prepayments	230	
Matt. debt dis. & exp.	24,659	12,875			
Net Income	159,906	119,247	Pref. Stock	1,000,000	
? Charges earned	1.67	1.46	Comm. Stock	2,000,000	
Pref. Dividends	60,000		1st 5s 1944	2,346,000	2,231,000
? charge & Pr. Div.	1.34	1.19	1 y r. 4% 1932	1,730,000	1,900,000
Common Div.	100,000		Acc. Int. Div.	157,641	63,924
Def. Liab.	4,350		Notes Payable	17,062	105,500
Depr. Reserve	2,110,144	3,174,682	Due Aff. Comp.	483,453	370,023
Cap. Surplus	910,966	366,187	Acc. Fed. taxes	238,641	
Earned Surplus	1,769,050				

Property of
Vigo County Historical Society

around 1900 Joseph Blake had a private street car line out Wabash ave. to Fruitridge Ave, north a short distance, and then east to his residence on the east bluff near where Highlawn cemetery is. Passengers were carried on this line. at first it was mule drawn, and then by steam engine. The narrator of this item, Rolla Shepherd, often rode on it.

Waldo F. Mitchell

Clause 3

\$1375.00 per year so long as the T.H.T. & L. its successors & assigns shall operate hereunder, 1st payment within 5 days and annually thereafter.

Clause 4

Co. shall maintain pavement between tracks and Ryer Co. on the outside of said tracks. Also 6 arcs similar to street lights now in T.H. or 30 cp lamps one on each of 16 ft at the option of the Co. Comm.

Clause 9. Comm. may terminate for non payment of rent after ten days failure to comply after receipt of notice.

Accepted by Boarding Sep 10, 1905.

4668

1006 Longfellow Lane
Plainfield, Indiana
January 22, 1974

Dear Mrs. Clark,

Your note was appreciated and I am encouraged by your request for amateur material. I am sure you will note the Amateurishness of my article when you read it. Poor typewriter, poor typist, poor punctuation and all else will reveal this to you.

I want to send some pictures I have in a book of the Paris Stock Pens of T.H.I.&.E., some Fine Time-Table reproductions from Jerry Marlette's book, mentioned herein, and the pictures of the Vermillion Station and scenes I mentioned; however I do not have time until I return from my run to St. Louis to get them to you. If you care to wait for them fine, but if you want to get the article in as soon as possible nearest the 1-25-74 date go ahead a print it. You ~~may~~ may change it in any way you think best and I would surely appreciate a copy of the paper in which it is printed. I am sure several of my relatives, friends and fellow workers will be telling me of the article regardless of it's length, quality or anything else.

I was prompted to type some of my memories of riding from TEaute to North T.H. and have started to do so. My wife says it should be printed for others to recall and remember the days of the Interurbans. I remember so many places and people of interest as I recall my trip and have been very elated to think of so many of them. I am in the process of collecting pictures, time-tables and other data I have pertinent to the line for future use.

I had never heard of a Covered Bridge at Markle's mill site and your card of stationery gave me insight to something I never knew. I was a close conversationalist with Mr. C. D. Hansel and as a boy he gave me a nice picture of the mill when a wooden dam was present and all the buildings of the old property which sat on the Northwest side of the road west of the mill. I recall a few residents living in that house, the last being the family that made a store building out of the front section. I also remember old Bill Huckabea that operated a garage, gas pump, grocery and was a professional Auctioneer having graduated from an Auctioneer's School in Kansas or in Nebraska. His place was second out west of the mill on the North side of the street.

Do you know where I can get an authentic list of Interurban Car names and numbers of the old T.H.I.&.E. I recall many of them but would like to have an authentic list of each one.

Must hasten and will send the pictures and other data as soon as possible if the article isn't printed prior to my getting them finished. I obtained permission from Mr. Hubert Hawkins of the Historical Council, 140 North Senate, Indianapolis, Indiana today at 1:15 p.m., for any of the things I reproduce from Marlette's book.

Thanks much for your interest, the fine articles you are publishing and if I may be of any help ever please feel free to call or write me.

Tractionally yours,

Harry H. "Red" Howell
Harry H. "Red" Howell

Court Order No. 10702, dated January 15, 1932 permitted the cessation of Passenger Service when the last Interurban departed Paris, Illinois headed for Terre Haute, Indiana at twelve mid-nite on January 25, 1932. This was the end of a very faithful public servant in Indiana, the wonderful old T.H.I. & E. Traction Company. To the Stockholders and perhaps a few others this was good news; however to the employees, riders and "Interurban-Trolley Buffs" bad news...spelled with a Capital 'B'.

I am constantly reminded of this line as I travel along it's former route on my runs over the former N.Y.C. Route to East St. Louis, as a Locomotive Engineer for Penn-Central. I have mixed emotions of sorrow, because the 'Electrics' are gone and Joy since I was privileged to live and participate in their thrills. Among the many mementoes of the former Paris Line are the high abutments of concrete located near Whitcomb's and again near Sugar Creek, station number 974, as per T.H.I. & E. Station Number Book, dated March 1, 1924. From a site near St. Mary's Village to the Clear Creek location one can see many culverts, bridge abutments, roadbed and until a few years ago, some of the Trolley Wire Arms on the poles just west of Vermillion, Illinois. One of the few buildings standing is the old Depot and Sub-Station in the northern section of Vermillion, Illinois. The Old Red Brick Building housed the Sub-station to boost power for the cars and on each side of the cupola, for the agent's office, was a passenger waiting room and freight room. My good friend, Vermillion Brownie, a fellow employee on Penn-Central used his Polaroid Camera to take three beautiful views of the building in 1973 and although the back section is in poor repair the front is good. He also obtained a reprint of a 'Special' Interurban sitting in front of the depot many years ago and in front of the car is a long line of dignitaries with the stiff hats and all. One can well imagine a scene where adults and children would be waiting patiently or impatiently for an Interurban to come and carry them to Paris, Terre Haute or some other intermediate point. There was also the privilege to purchase a ticket to some far off place on another great Traction Line or Steam Roads could be reached by obtaining a Transfer from the Conductor to ride to the Union Station on a city Street Car or the North 4th Street Line and getting off at 6th and Big Four Tracks for the Big Four Route Passenger Trains.

The Terre Haute, Indianapolis and Eastern Traction Company (T.H.I.&E.) was chartered March 1, 1907, a consolidation of several Interurban and Street Railways, and leased the Sandford Section of the Paris line from the Terre Haute Traction and Light Company and the Sandford to Paris, Ill. Section from the Terre Haute and Western Railway. The Public Service Company of Indiana bought the T.H. to Sandford Section at Public Auction on May 26, 1931. The other portion went back to the Receiving Company of the Terre Haute and Western Ry. (These statistics from the fine book, Electric Railroads of Indiana, Jerry Marlette, for Council for Local History, 140 North Senate Avenue, Indianapolis, Indiana, 1959)

A 1917 Time-Table in the above mentioned book shows schedules starting from Terre Haute at 5 a.m. and ending at 11 p.m. on a daily except Sunday Schedule and departing Paris, Illinois one hour later each day. My parents took my sister and me for a ride one Sunday afternoon when I was a wee lad of about three, however I remember the ride and the weather was dull, rainy and cloudy as we made the entire round trip.

Until the late thirties, all Interurbans using the Terre Haute Terminal were two men cars and had both Motorman and Conductor. The motorman was a proud looking fellow wearing Blue and White Striped Overalls and overall jacket to match and wore a stiff starched white cap, occasionally it was the same color as his overalls, with a railroad standard watch and chain or strap in his bib pocket. I remember several of them wore Lee Overalls and that company manufactured many cloth emblems of the various steam and electric railroads of which I am proud possessor of a T.H.I. & E. The Conductor was a sight for sore eyes and some of the younger girl patrons said they were

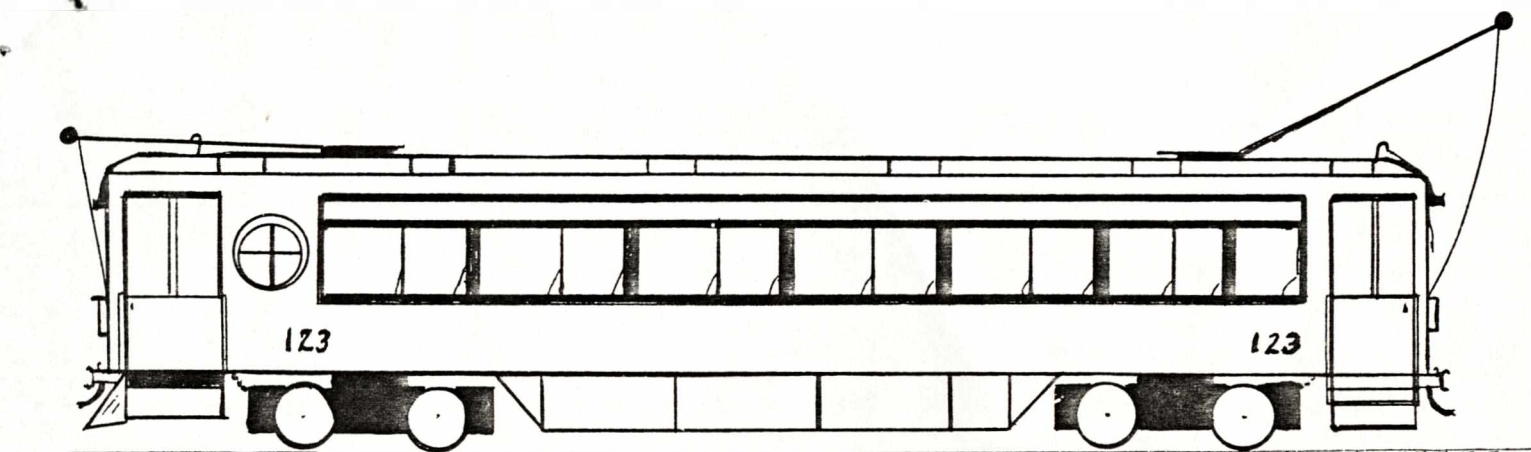
"killer-dillers" dressed in their Blue Serge Suit Uniforms, with vests, stiff billed caps, and always a spick and span white shirt and starched collar. Most of them carried a railroad watch in their vest pocket and attached to that was a shiney, gold chain and fob. I am the proud, possessor of one used by Mr. J. Harve Thompson, original conductor on the Sullivan Line, having an Elks Emblem with two elk's teeth on it. Upon the lapel of each and every uniform was a brightly imprinted T.H.I.&E. emblem and the buttons bore the name, Conductor. I have some from the uniform of Mr. Elwin Besse, first Conductor to go through to Indianapolis when the line was completed from Harmony to Greencastle. (Mr. Besse was the first to give me anything to start my fine collection of Memorabilia from the old traction lines of the U.S.A. and Canada) In the Book of Rules, No. 16, dated November 1923 of T.H.I.&E. it reads, "Employees on duty must wear the prescribed badge and uniform and must be neat in appearance." I can not recall a single time that this was not carried out with pride; however I am sure some time a Trainmaster or Superintendent may have been a little displeased with someone on either an Interurban or the old four wheeled Birney Street Car.

As the evening hour approached the motorman would go to the west-end of the old baggage room and get a nicely cleaned detachable head light and secure to the front center section of the car, plug it in and test it for the necessary light he would need when darkness overtook him. One could see two good sized marker lights shinning "RED" to the rear of the car just under the curved roof section. If a car was operated as a "Special" it would display White Flags upon each side of the front-end just below the windows in front and white lights at night at a location just above the front windows. The "Special" I mentioned earlier has a very good view of their white flags waving in the breeze. The white flags and lights denoted the car was running as an extra run and had no time-table authority or time. If a "Regular" train was to be followed by another car running upon his schedule the first section would carry Green Flags and Lights to tell all concerned another train was running on his schedule. I well remember riding a second section operated by the late Opel Cox from Greencastle to Terre Haute and what a ride it was. When the first section arrived a fellow passenger asked if the second section was going through and if "Coxie" was on it. When the motorman of the almost empty car answered in the affirmative the fellow passenger just stepped back and I had heard of "Coxie" and decided I would wait and ride with him also. When "Coxie" arrived his car was packed and I did manage to get a front seat. I am sure I could only describe the ride down through the Big Walnut Creek Bottoms as the closest thing to a roller coaster I have ever ridden.

There were other types of equipment on the Traction Lines such as the Work Cars or Line Cars as they were officially called. They had a platform on top with rolls of wire, extra trolley poles and all sorts of working parts that might be need to aid either a broken down car, trolley or repair of the lines. I am acquainted with the only living Supervisor of Wiring to my knowledge, and he promised to tour by auto the old route traversed by the Martinsville Interurbans. There were Box Motors or Power Operated Cars similar to the box cars which hauled Freight, L.C.L. and other company materials along the various routes. They had a schedule, but had to get in the clear frequently for Passenger Trains of the Traction Lines. City Lines also had Sweeper Cars which swept the tracks clean when snow, storm debris would interfere with proper operations. I recall the Snow Plows and Weed Burning equipment also, but that is for another story.

The Noblesville, Indiana Museum, I.M.C.T.A.C., permits me to ride the old No. 172 from the former North Shore Line when I get nostalgic, but I shall always remember the thrills of riding through city streets, smaller villages and the wide open country on the Interurbans of T.H.I. & E. as a boy and although they ceased operating on a "BLUE MONDAY" January 25, 1932 they never stopped me from dreaming of those wonderful years. To the Planners, financiers, Builders, Officials and the faithful Employees of the great T.H.I.&E. I say..THANK YOU..and...THANK YOU GOD, for permitting me the privilege of being apart of that wonderful era.

Harry H. "Red" Howell, Dreamer & Collector
Traction and Trolley Enthusiast



1006 Longfellow Lane
Plainfield, Indiana
January 12, 1974

Dorothy J. Clark, Historian
Editor-Women's Column
Terre Haute Tribune-Star
721 Wabash Avenue
Terre Haute, Indiana

Dear Madam,

One of my deepest regrets since moving to Plainfield, thanks to Penn-Central, is the fact I did not become acquainted with you and to have discussed some of the wonderful history regarding a very Historical Area, Vigo and surrounding counties.

Occasionally some of my fellow railroad employees provide me with a copy of one of your very fine articles. The article re: Wabash River Wrecks on the former N. Y. C. Railroad was of great interest and even much more since I had a Brown Sheep Picture of the 1900 Wreck and we held quite a Historical discussion in the lobby of the Mark Twain Hotel in St. Louis where Penn-Central provides the Away from home lodging for it's employees.

I L O V E History, but find my particular interest in the fields of Railroading and even more specific, Traction, i.e., Interurban and Trolley articles. It occurred to me that on January 25, 1932 Interurban Service ceased out of Terre Haute for Paris, Illinois. Just in case your mathematics is a little slow today, that will be 42 years this Jan. 25th.

I have an old Ticket Receipt issued at Terminal in T. Haute for some place near St. Mary's and also I recently acquired three pictures of the old Station, Sub-Station at Vermillion and a reproduction of a "SPECIAL" Interurban with a group of dignitaries in front of it as it was stopped in front of the Vermillion, Illinois station. There was also a picture of one of the city cars in the Paris, Illinois city sitting near what is now Twin Beach.

I did a bit of reminiscing at the hotel yesterday and wrote a few lines of what I remember of my Traction writing days. I shall be glad to send it to you if you think you would be interested in using it near the anniversary of the closing of the T.H. to Paris line.

I recently acquired T.H.I. & E. Passes, dated 1921, 22, 23, 29, 30 along with an old Line Car sitting near the depot at Lebanon, Indiana. I have Books of Rules from many of the Major Traction Lines in Indiana and also many Passes from most of them, except Union Traction.

I will have a Union Traction Pass sometime in the future. I am to receive a Lamp Stand used in one of the low underslung, high speed cars operated on Indiana Railroad into the city of Ft. Wayne and Louisville, Ky. There are some screws used to replate with steel when Union Traction decided to become more safe. I also will receive a hammer used from a U.T.C. Stoperoom at Anderson. I am enclosing a reprint of an article placed in the May 24, 1973 issue of the Daily Clintonian. It is not correct in every detail and someone of Interurban knowledge would flip his lid if he saw what was written regarding the old Cars Numbered 110 and 122. I have also crossed out some of the error regarding my experiences in the ministry. I did so much appreciate Mr. Groves placing the article in the Clintonian since he drove all the way from Clinton to my home in Plainfield to write and photograph the pictures used in the article. It cause many to think back and I received calls, news and personal comments regarding my interests in the Traction Line to Clinton. I am at loss knowing how to preserve many of the fine pictures, time-tables, rule books, switch hook, rate books, news clippings and etc., that I have. I have a beautiful Red Globe lantern in mint condition and a white globe lantern in good condition from T.H.I. & E., as well as the first Union contract between Indiana R.R. and Brotherhood of Railroad Trainmen and a host of other items almost too numerous to mention. A gentleman told me last week he has one copy of the old T.H.I. & E. Time-table he will let me have and I must get it soon. I know of a few men still living who were connected with the line and a man in Blackhawk, Wisc. has a large collection of pictures he took on the old Indiana Railroad from 1935 until the time it ceased operations. I have a few of his pictures of the Coal operations between the Seelyville and T.H. areas.

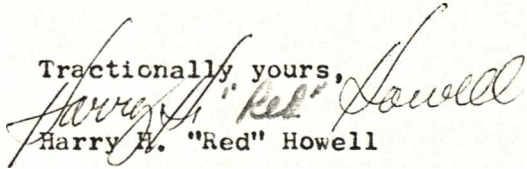
Well, as you can plainly see my typing isn't the best and after running a TV-6 from East St. Louis to Avon last night and being awakened by our faithful dog, Herman Leroy, after a few hours sleep I guess I might have a small alibi, at least.

I have many old Time-Tables and recently received some from the old Terre Haute and Richmond R.R., dating back to 1856 and one from the M. & I., date 1852. I was amused at the notice of passenger trains simply being Upward and Downward Passenger trains.

If you would be interested in my bit of nostalgia mentioned above I shall send it to you and if you aren't don't fail to say so as I am sure you are deluged with AMATEUR material which can not be used. I am blessed with precious memories, money was and is un plentiful and it is nice to think back upon the things which produced so much pleasantness for me as a boy with no father. Riding the Interurban to T.H. from North T. Haute was a real treat for me. I rode the city cars the last night they operated and have several transfers from that date, along with several ticket receipts with the Motorman's signatures on them from the Old Indiana R.R., T.H. to Greencastle, T.H. to Indpls., and upon one momentous occasion T.H. to Louisville, Ky.

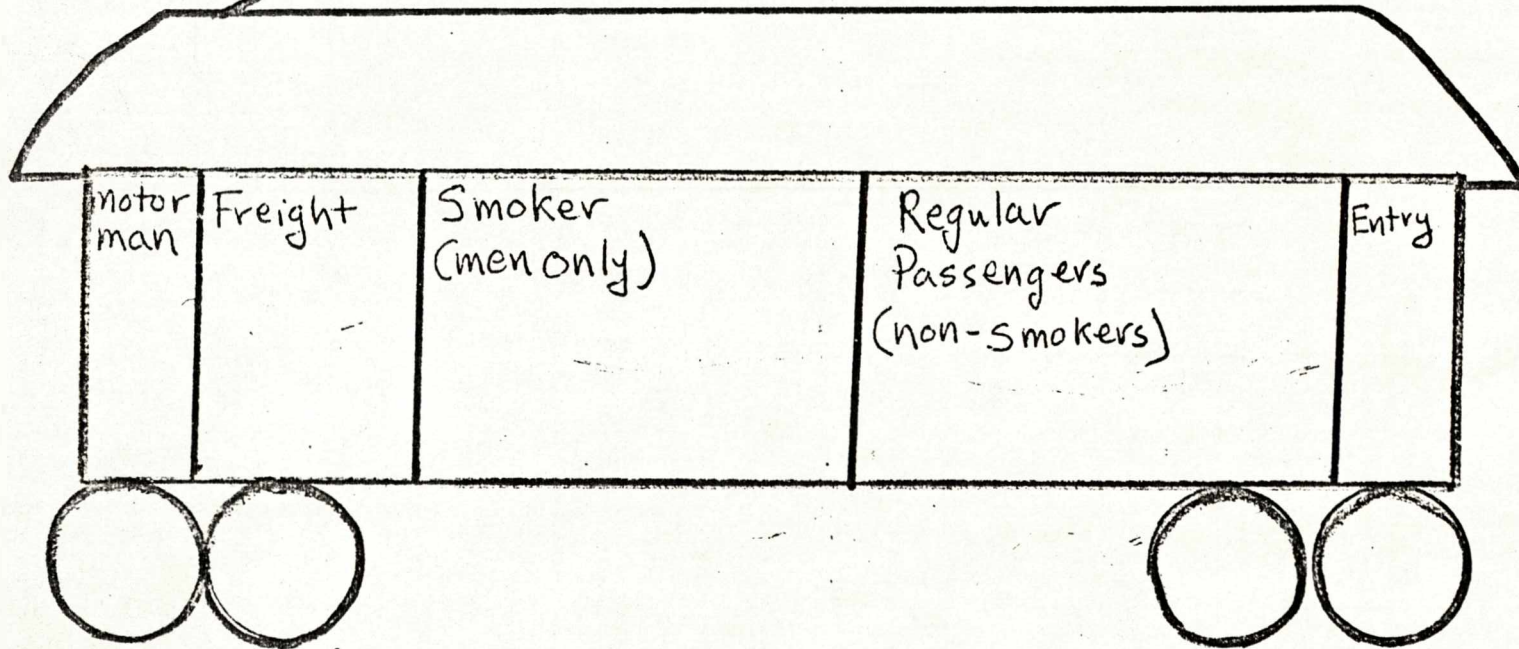
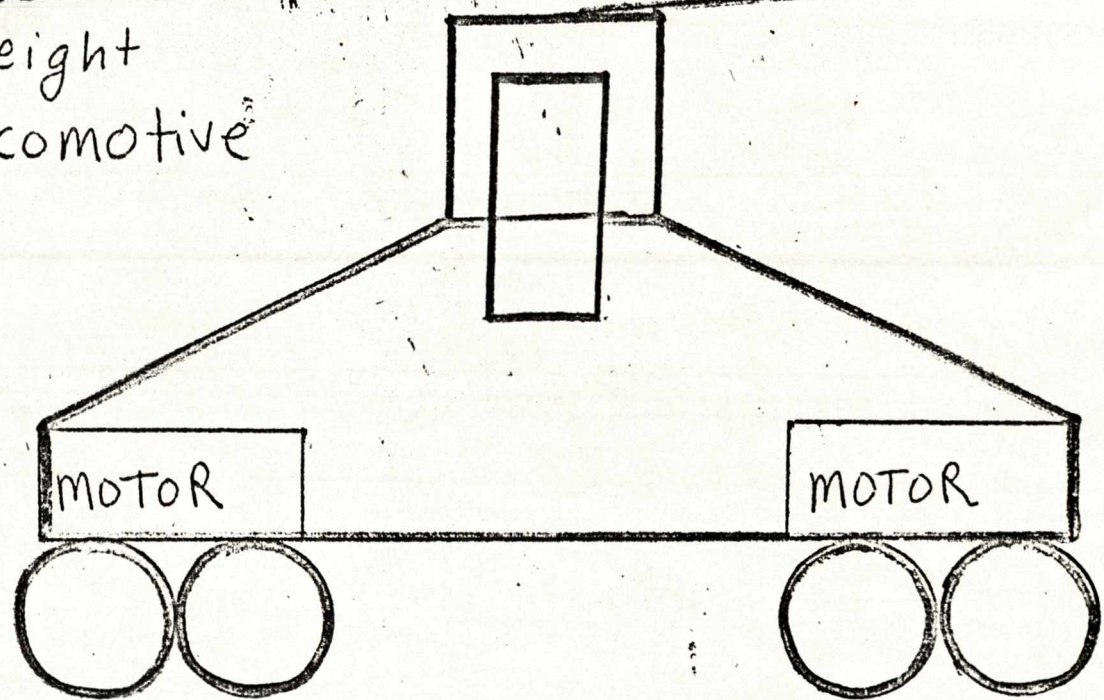
Untill I hear from you or perhaps I should say, fail to hear from you, I shall remain one of your most ardent lovers of the Historical articles you publish in the Sunday paper.

Tractionally yours,


Harry E. "Red" Howell

Electric
Freight
Locomotive

1915



Electric
passenger
car

The Case of the Red Car Murder

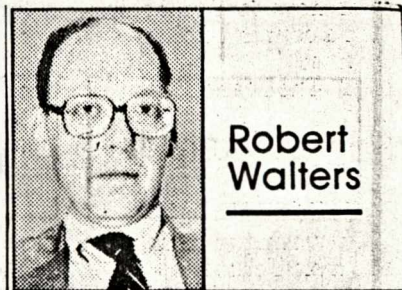
LOS ANGELES — With traffic congealing on its streets and freeways, Los Angeles is building a mass transit system designed to belatedly relieve everything from smog in the air to congestion on the ground.

But construction on the initial 4.4-mile downtown segment of the Metro Rail project is already 18 months behind schedule, and its cost is likely to exceed the very substantial original estimate of \$1.25 billion.

MOST of the transportation-related grief currently being experienced by the city would be unnecessary if a corporate cabal led by General Motors had not cynically destroyed the elaborate, 1,200-mile mass transit system that served the entire metropolitan area earlier in the century.

Indeed, members of that criminal conspiracy brazenly dismantled streetcar and trolley lines in dozens of locations throughout the country — from the cities of St. Louis, Baltimore and Salt Lake City to the smaller communities of Butte, Mont.; Terre Haute, Ind., and Cedar Rapids, Iowa.

By far the most extensive and



Robert Walters

ambitious of the early mass transit systems was Los Angeles' "red car" system, built in the first years of the 20th century. Named for the color of its trolleys, the electric railway operated 2,700 trains daily along a sprawling network of tracks that stretched from Santa Monica on the west, through downtown Los Angeles, into the San Gabriel Valley and as far east as San Bernadino. It ran as far north as the San Fernando Valley and as far south as Long Beach and Newport Beach.

Built without public funds, it was the comprehensive urban mass transit system that city planners can only dream about today. Indeed, it would cost well over \$100 billion to duplicate under current conditions.

In the years following World War I, however, the trolleys were

unable to compete with the allure of new vehicles called automobiles, and ridership on the red car system began to decline.

To accelerate that trend and to promote the sale of its cars and buses, GM and its partners bought transit systems in cities throughout the country at depressed prices, then brazenly dismantled them. Journalist Jonathan Kwitney, writing in Harper's magazine some years ago, described what occurred:

IN MANY places, mass transit didn't just die — it was murdered ... (by those who) schemed from the mid-1930s through the 1940s. Electrified-rail mass transit systems, which carried millions of riders, were bought and junked. Tracks were literally torn out of the ground, sometimes overnight. Overhead power lines were dismantled, and valuable off-street rights of way were sold."

Between the mid-'30s and late '40s, this happened in Saginaw, Jackson and Kalamazoo, Mich.; in Portsmouth, Canton and Springfield, Ohio; in Montgomery and Mobile, Ala.; in El Paso and Port Arthur, Texas; in Galesburg and Joliet, Ill; in Tulsa, Okla. and Tampa, Fla.; in Portland, Ore., and Spokane, Wash.

In California, city transit systems were systematically obliterated in Fresno, Oakland, Stockton, San Jose, Sacramento and elsewhere — but by far the biggest prize was the Los Angeles network.

AFTER ALL of the damage was done, the corporations were convicted of violating the Sherman antitrust law following an unpublicized 1949 criminal trial in U.S. District Court in Chicago. Among those found guilty in addition to GM were Firestone Tire & Rubber, which provided the tires for the cars and buses; Phillips Petroleum and Standard Oil of California, which supplied the oil and gasoline; Mack Manufacturing, which made both buses and trucks; and seven of their executives.

The companies were fined \$5,000 apiece, while the individuals were sentenced to pay penalties of exactly \$1 each.

Finally, the buses they substituted for the trolley lines hardly resolved this city's transportation problems. "The buses are the victims of the same congestion that faces the automobile," says an official of the Southern California Rapid Transit District.

*Published in the Canon City, Colorado
Newspaper in September, 1989*

This Indenture of Mortgage, made and entered into this thirty-first day of August, A. D. 1895, by and between the **Terre Haute & Brazil Electric Railway Company**, a corporation organized and existing under and by virtue of the general railroad laws of the State of Indiana, party of the first part, and the **Terre Haute Trust Company**, also a corporation organized and existing under the laws of the State of Indiana, as trustee, party of the second part, WITNESSETH:

THAT, WHEREAS, the said Railway Company by the laws of the State of Indiana is authorized and empowered to borrow money at legal rates of interest for its corporate purposes and is desirous to acquire by purchase, or by proceedings to appropriate, or by writ of assessment of damages, or otherwise, such property, real and personal, as may be necessary, or proper, for its corporate uses and is duly authorized and empowered to pledge its property, both real and personal, to secure the payment of money so borrowed and to issue its corporate bonds therefor and to secure the payment of said bonds by the execution and delivery of a mortgage, or deed of trust, of and upon all its lands, property, rights, franchises, income and immunities now owned or possessed or which may in any manner be hereafter owned, acquired or possessed, by said Railway Company.

AND WHEREAS, by the written unanimous authority of all and each and every stockholder of said Railway Company, and likewise by a vote unanimously adopted at a duly convened meeting of the stockholders at which each and every stockholder was present, the Board of Directors was instructed and empowered to borrow the sum of Two Hundred Thousand Dollars (\$200,000) and to issue the bonds of said Railway Company for the amount of money so authorized to be borrowed, said bonds to bear interest at the rate of six per cent per annum, payable semi-annually on the first days of March and September of each year, principal and interest of said bonds to be payable in gold coin of the present standard of weight and fineness, said bonds to become due and payable twenty years from September 1st, 1895, the right being reserved to said Railway Company absolutely to pay said bonds, with interest accrued, in their consecutive order by number on the first day of September, 1905, or at the time of any semi-annual payment of interest thereafter, principal and interest of said bonds payable at the said Terre Haute Trust Company in the city of Terre Haute, State of Indiana, one hundred thousand dollars (\$100,000) of said sum so borrowed to be set apart, the proceeds thereof to be used in the purchase of terminal facilities in the city of Brazil or Terre Haute or in both, or in extensions to the main line of railroad and in betterment and equipment made necessary thereby, the said main line meaning the railroad lying and being between Highland Lawn Cemetery in Vigo County and Stough Cemetery in Clay County, and to secure the same by a first mortgage on all the property and franchises now owned or hereafter acquired by said Railway Company, all further details as to the execution and delivery and to sundry particulars of said mortgage and bonds to be left to the discretion of the board of directors of said Railway Company.

AND WHEREAS at a meeting of the Board of Directors of said Railway Company held at the office of said company in the City of Terre Haute, Indiana, on the sixth day of August, 1895, it was resolved that pursuant to the written authority and instructions of all and each of the stockholders of this company, the president and secretary of said Railway Company be, and they then were authorized and instructed to execute, and issue, sell and deliver four hundred bonds of the denomination

of five hundred dollars each, numbered from one to four hundred, both inclusive, amounting in the aggregate to two hundred thousands dollars (\$200,000) all said bonds to bear the date, August 31st, 1895, and due twenty years from September 1st, 1895, bearing interest at the rate of six per cent per annum from September 1st, 1895, payable semi-annually on the first days of March and September each year, principal and interest payable in gold coin of the present standard weight and fineness at the Terre Haute Trust Company in the City of Terre Haute and all said bonds payable at the pleasure of said Railway Company in their consecutive order, beginning at number one, on the first day of September 1905, or at the time of any semi-annual interest payment thereafter, the payment of said interest being evidenced by forty interest coupons of fifteen dollars each attached to each bond and numbered from one to forty, both inclusive, the odd numbers of said interest coupons to be due and payable on the first day of March and the even numbers on the first day of September in each and every year, until the maturity of said bonds. Said bonds to be signed by the said president and attested by the said secretary and the interest coupons thereto attached signed by the lithographed signatures of the said secretary. The proceeds from the sale of said bonds in the sum of one hundred thousand dollars numbered from 201 to 400, both inclusive, to be used in purchasing or otherwise securing terminal facilities or extensions for the use of said Railway Company in the City of Terre Haute or Brazil, or in both said cities, or in extensions to the main line of railroad and in betterment and equipment made necessary thereby, the said main line meaning the railroad lying and being between Highland Lawn Cemetery in Vigo County and Stough Cemetery in Clay County, and to secure the payment of the principal and interest of said bonds to execute, issue and deliver a deed of trust, or mortgage to the Terre Haute Trust Company, trustee, upon the lands, property rights, franchise, right of way, rolling stock, cars and machinery of whatever name and nature, real and personal now owned or possessed, or that may be hereafter owned, acquired or possessed by said Railway Company in Vigo County, Indiana, or in Clay County, Indiana, together with the tolls, incomes and revenues, and rents, issues and profits thereof of said Railway Company.

AND, WHEREAS, the directors of said Railway Company are empowered by law to confer on any holder of any bond issued for money borrowed as hereunder, the right to convert the principal due or owing thereon into stock of said Railway Company, at any time not exceeding fifteen years from the date of said bond under such regulations as the said Railway Company may adopt, it was accordingly unanimously resolved by the said board of directors at its said meeting on the sixth day of August, 1895, that any holder of any bond of the issue hereunder shall have the right, without prejudice of his rights hereunder, to convert the same into preferred stock of said Railway Company, said preferred stock having priority over the remaining stock of said company, in the payment of dividends, said dividends to equal and be according to the coupons attached to the bonds of this issue, said exchange to be made at any time within fifteen years from the date of said bond, said preferred stock being redeemable by said company in the same manner as the bonds herein and at the election of the holders of said preferred stock, said stock being reconvertible into the bond originally exchanged for said stock, all such convertibility being governed and subject to such rules, conditions and safeguards and in the manner adopted by said Railway company from time to time and approved by a majority of the stockholders of said Railway Company, the right to repurchase with said stock, however, said original bond never being denied to the holder thereof.

Deed of Trust 2

Said bonds are substantially of the tenor and form following, namely:

UNITED STATES OF AMERICA,
STATE OF INDIANA.

No. _____

\$500.

TERRE HAUTE & BRAZIL ELECTRIC RAILWAY COMPANY

FIRST MORTGAGE SIX PER CENT TWENTY-YEAR GOLD BOND.

The Terre Haute & Brazil Electric Railway Company, a corporation under the laws of the State of Indiana, having its principal office in the City of Terre Haute, State of Indiana, for value received promises to pay to the bearer hereof Five Hundred Dollars in gold coin of the United States of America of the present standard of weight and fineness at the office of the Terre Haute Trust Company in the City of Terre Haute on the first day of September, 1915, with interest at the rate of six per cent per annum, payable semi-annually on the first days of March and September of each year in gold coin, as aforesaid, upon presentation and surrender of the annexed coupons as they severally become due.

This bond is one of a series of four hundred bonds of like amount, tenor and date numbered consecutively from one to four hundred, both numbers inclusive, and secured by a first mortgage, or trust deed, dated the thirty-first day of August, 1875, duly executed and delivered by said Company to the Terre Haute Trust company of the City of Terre Haute and State of Indiana as trustee, conveying to said trustee all its property, together with all its rights, franchises, privileges and immunities of every kind whatsoever, as mentioned, described and provided in the said mortgage or trust deed, now owned or possessed by the said Terre Haute & Brazil Electric Railway Company or to be hereafter acquired by it.

It is hereby expressly agreed with the holder of this bond that in case of default in the payment of any coupon hereto attached, and if such default should continue for six months after the maturity and demand of payment, then in such case, the principal of this bond shall become due and payable as provided in the said mortgage or trust deed.

This bond shall pass by delivery until the same shall have been registered upon the transfer books of one of the duly authorized registers of the company as payable to the then holder exclusively. Then, and in that case, no subsequent transfer can be made complete save by a transfer on the books of one of such registers into the name of the intending purchaser or holder. Any such purchaser or holder may, at his option, have the bond again registered as payable to bearer which shall restore its transfer ability by delivery, but no transfer, except upon such books, shall be valid unless the bond stand registered therein as payable to bearer.

The said Railway Company reserves the right to pay absolutely the bonds of this issue in consecutive order by number beginning on the first day of September, 1905, or at any semi-annual payment of interest thereafter on three months previous written notice filed with the said trustee and after the time fixed in said notice, the interest on the bonds so called shall cease.

The holder of this bond may, without prejudice, convert the same into

The holder of this bond may, without prejudice, convert the same into preferred stock of the said Railway Company under the terms contained in said deed of trust.

This bond shall not become obligatory until the certificate hereon is signed by the duly authorized officer of the trustee.

□ In TESTIMONY WHEREOF the Terre Haute and Brazil Electric Railway Company has caused its corporate seal to be hereunto affixed and these presents to be signed by its president and secretary on the thirty-first day of August, A. D., 1895, and has caused the engraved fac-simile of the signature of its secretary to be affixed to each of said coupons.

TERRE HAUTE AND BRAZIL ELECTRIC RAILWAY COMPANY.

Attest:

By

President.

Secretary.

COUPON.

On the first day of March, 1896, the Terre Haute & Brazil Electric Railway Company will pay the bearer hereof Fifteen Dollars (\$5) in gold coin of the United States at the office of the Terre Haute Trust Company in the City of Terre Haute, State of Indiana, being six months' interest on Bond No. dated August 31, 1895.

ROBERT J. SMITH,

Secretary.

TRUSTEE'S CERTIFICATE.

This is to certify that the within bond is one of a series of four hundred bonds of five hundred dollars (\$500) each, described in the within mentioned deed of trust.

THE TERRE HAUTE TRUST COMPANY.

By

President.

NOW, THEREFORE, THIS INDENTURE WITNESSETH: For and in consideration of the premises and of one dollar paid to the said railway by the said trustee the receipt whereof is hereby acknowledged and in order to secure the payment of said bonds and interest coupons, the said Railway Company has granted, bargained and sold and does by these presents mortgage and warrant unto the said Terre Haute Trust Company, of Terre Haute, as trustee, and its successor or successors in the trust all the real estate, depots and buildings of said Railway Company, all its electric and other cars, tracks, rights of way, grants of easement, poles, lines, wires, motors, generators, engines, machines and machinery, water privileges and boilers; and generally all and singular its property, apparatus, and equipment of every kind and description wherever situated and whether now held or hereafter acquired by the said Railway Company and all and singular the privileges, franchises and appurtenances thereto belonging; all things in action, contracts, claims and demand of the said Railway Company whether now owned or hereafter acquired as well in law as in equity, together with all the rents, issues, profits, income rights and privileges growing out of or appertaining to said property and with full power on the part of the trustee to succeed to and enjoy all the rights, privileges, immunities and franchises corporate or otherwise of said railway Company, so far as it lawfully may do so, it being hereby intended and agreed that all that certain strip of ground and right of way heretofore conveyed and quitclaimed to Max Joseph and Robert J. Smith of Vigo County, State of Indiana, as trustees for the said Railway Company for a good and sufficient exclusive right of way for said Railway Company out of the premises and tracts of land bordering upon the highway commonly known as the National Road in both Vigo and Clay Counties, Indiana, and duly assigned, quitclaimed and conveyed to said

THREE

Railway Company, by said Max Joseph and Robert J. Smith, fully embraced within the provisions hereof and subject to the lien hereby created for securing the payment of the bonds herein described and likewise all that tract of land or right of way, embraced in the surveys, profiles, and locations of said Railway Company's railroad in said Vigo and said Clay Counties, which said surveys, maps and profiles of the location of said Railway Company are duly filed of record in the office of the clerk of the Circuit Court of Clay County, Indiana, for that part of the railroad located in Clay County and in the office of the clerk of the Circuit Court of Vigo County for that part of the railroad located in Vigo County, together with all the changes of location of said railroad from time to time, extensions, and branches, and all rights, lands and property now held or hereafter acquired by surveys, maps, profiles and locations, or otherwise obtained by donation, purchase or by virtue of the exercise of the power of eminent domain vested in said Railway Company or by any writ for the assessment of damages; said maps and profiles, however, being subject to such minor changes and variations as to said Railway Company may seem advantageous to said Railway Company's interests the same being made according to law and so as not to alter substantially said location as now made.

TO HAVE AND TO HOLD the same to the said Terre Haute-Trust Company as trustee and to its successors in trust, nevertheless upon the following conditions and for the following uses and purposes, to-wit :

ARTICLE I.

So long as no default shall be made in the payment of the principal or interest on the said bonds according to their tenor and effect and so long as the conditions of this mortgage shall be performed, the said Railway Company, its successors or assigns, shall retain possession and control of said mortgaged property and of its incomes and profits; but the said Railway Company agrees to pay all taxes, assessments and levies which shall from time to time be legally imposed, assessed or levied upon the property and franchises hereby conveyed and attempted to be conveyed, the lien whereof might be held superior to the lien of these presents, so that the priority of these presents shall at all times be duly maintained and preserved, and to take care of and preserve the said property and to do on the demand of said trustee, or its successor, all acts necessary or proper to keep valid the lien hereby created, and intended to be created; and at any future time, and as often as it may be necessary, to execute on demand of the said trustee, or its successor, all such other assurances, deeds, mortgages and other instruments of writing, in due form and effect as may be proper to the better carrying out of the true intent and meaning of these presents, and especially and at its own cost to do all things that may reasonably be required by the said trustee to keep valid the lien hereby intended to be created upon any property hereafter acquired.

ARTICLE II.

In the event that the said Railway Company shall fail to pay said taxes, or any part thereof, for the space of ninety days after the same shall become due and payable, and shall for six months fail to pay the semi-annual interest, as and when the same may become due on said bonds, or any part of them, after presentation of and demand for the payment of the coupons evidencing such interest, or any of them; then,

ann in that event, the whole of the principal of all the outstanding bonds hereby secured shall, at the option of the holders of one-half in amount of said bonds then outstanding, become due and payable, and the lien hereby created may be enforced for the whole debt and in such event, or in the event that the said Railway Company shall fail to pay the principal of said bonds, or any part thereof, for the space of ninety days after the same shall have become due and payable, either according to the terms thereof or by the default as herein provided, the said trustee, or its successor, shall, on the written request of the holders of one-half in amount of said bonds then outstanding, take possession of the property and franchise herein mortgaged, or covenanted so to be and by itself and agents, or by a receiver of a court, appointed in a suit for the enforcement of this lien, or a suit for such possession, hold, use and operate the same for the equal benefit of the holders of all the said bonds and receive the income and profits therefrom, or the said trustee, or its successor, may in such case, by a judgment of court having jurisdiction, have all the mortgaged property and franchises sold and conveyed, and at any sale of any of the said mortgaged property and franchises made under or by virtue of these presents, the said trustee may, at the request of a majority in interest of the holders of the then outstanding bonds bid in and purchase, in person or by attorney, the said mortgaged property in behalf of the holders of the then outstanding bonds herein and hereby secured.

ARTICLE III.

What may be received by the said trustee, or its successor, or by the receiver, from income and profits and the proceeds of sale shall be applied as follows:

FIRST—To the expense incurred in and about the proceedings, including reasonable attorneys' fees incurred in the execution of this trust, the preservation and operation of said property, the reasonable compensation of said trustee, or its successor, all taxes, assessments, and levies on said property, all damages to which the said trustee, or its successor, may become liable by reason of the management of said property, and any other proper charge of expense, not caused by the gross negligence or willful misconduct of said trustee, or its successor.

SECOND—To the payment of the outstanding bonds and the interest thereon, herein and hereby secured, ratably and without discrimination or preference.

THIRD—Any surplus shall be returned to the said Railway Company.

ARTICLE IV.

If the said Railway Company shall, at any time before a sale of the mortgaged property and before the first day of September, 1895, pay all the interest then due on said bonds, and all expenses, compensations, taxes, assessments, levies and damages then, and in that case, the said bonds shall not be regarded as due, and there shall be no sale of the said property for past failures and said property shall be restored to the said Railway Company.

ARTICLE V.

In the event of the refusal, failure, neglect, insolvency or other incapacity of the trustee herein named, or any successor in the trust herein, to accept or execute the same, then the holder, or holders of a majority in amount of said bonds, then outstanding, shall select another or other trustee to act in the stead, or place, of the former trustee, and upon its acceptance in writing of said trustee shall deliver to the president of said Railway Company said appointment and acceptance which shall also be recorded in the office of the Recorder of Deeds of Vigo and of Clay Counties whereupon the person or corporation so selected and so accepting shall be thereby substituted for the originally named trustee.

FOUR

ARTICLE VI.

In event of the holder or holders of a majority in amount of said bonds, then outstanding, desiring and electing a successor to the said Terra Haute Trust Company herein named, then the said trustee and the said Railway Company hereby agree that said successor so elected and nominated by said majority shall, where qualified, become the successor of said Terra Haute Trust Company as in the manner above provided in event of the refusal of said trustee.

ARTICLE VII.

If the said Railway Company shall well and truly pay the interest on said bonds and each of them, as the several installments of the said interest become due and payable and the principal of said bonds as it shall become due, and shall comply with all its other obligations according to the true intent and meaning of these presents, then, and in that event, the estate, right, title and interest of the said trustee and its successors in the trust hereby created, shall cease and determine otherwise the same shall remain in full force and effect.

ARTICLE VII.

Said Railway Company hereby reserves to itself the power and right and may at any time hereafter with the approval in writing of said trustee, or its successor, sell or exchange any of the lands, property or estate conveyed as aforesaid or intended so to be, not necessary for the use or operation of said Railway Company's railroad. And full power is conferred upon said trustee, or its successor, to release and discharge any such lands or property so sold or exchanged from the operation of this mortgage; but any lands or property acquired by substitution for any so sold or exchanged shall immediately become subject to the operation of this mortgage to the same effect as if originally embraced herein by specific description.

It is, however, understood and agreed that before any release or discharge is given of any lands or property secured by this mortgage, there shall be deposited with said trustee, or its successor, the entire proceeds of the sale of such lands or property, which proceeds shall be surrendered to said Railway Company only upon the delivery of a certificate duly signed by the president and under the seal of said Railway Company and attested as correct by the secretary of said Railway Company that an amount of land or property at least equal in value to the land or property released and necessary for the use and operation of said Railway company has been purchased and fully paid for and at the date of the surrender of said proceeds is under the operation of these presents.

It is expressly understood and agreed that all right of action under this indenture is vested in the said trustee and its successors and under no circumstances shall any bond-holder or bond-holders have any right to institute an action, suit or other proceedings on or under this indenture for the purpose of enforcing any remedy herein provided, or of foreclosing this mortgage except in case of the refusal on the part of the trustee to perform any duty imposed on it by this agreement and all actions, suits and proceedings for the purpose of enforcing the provisions of this indenture, shall be instituted and conducted by the trustee.

of this indenture, shall be instituted and conducted by the trustee, according to its sound discretion.

The said trustee, or its successors, shall not be in any way liable for the consequence of any breach on the part of said Railway Company, of any of the covenants herein contained, or for any other act or thing hereunder, except their own several negligence and their own several breaches of the trust herein expressed and contained. And said trustee and its successors shall be under no obligation to recognize any person or persons as holders or owners of one or more of the bonds secured hereby, or to do or refrain from doing any act pursuant to the request or demand of any person or persons professing or claiming to be such holder or owner, until such holder or holders shall produce said bond or bonds and deposit the same with the said Terre Haute Trust Company or its successor, or shall otherwise satisfy said trustee that all equitable charges for expenses incurred by and services due to said trustee, or its successor will be paid on demand.

Said trustee, or its successor, shall be entitled to be reimbursed for all proper outlays, of whatever sort or nature, made or incurred in discharge of its trusts hereunder and to receive a reasonable compensation for all duties it may at any time perform in the discharge of the same, and all such outlays, fees, commissions, compensations and disbursements shall constitute and continue a lien on the mortgaged property.

IN WITNESS WHEREOF the said Terre Haute & Brazil Electric Railway Company has caused this deed of trust to be sealed with its corporate seal and has caused the same to be signed by its president and to be attested by its secretary and the said Terre Haute Trust Company to testify its acceptance of the trust hereby created has caused its corporate seal to be hereunto affixed and these presents to be signed by its president and attested by its secretary the day and year first above written.

It is covenanted that the said Terre Haute Trust Company, trustee, shall authenticate and deliver the bonds of this issue only upon and in compliance with the following conditions:

FIRST—Upon presentation to the said trustee of the request of a majority of the Board of Directors of the said Railway Company for such bonds, accompanied by the affidavit of the president of the said Railway Company, stating the purpose of the expenditure, and that the same was authorized by the Board of Directors of the said Railway Company at a regular or special meeting of the said board, and accompanied also by a sworn statement of the engineer of the said company, or other competent person, that the work had been performed, or that the benefit of the expenditure had accrued to the company and equals the face value of the bonds requested to be delivered to said Railway Company.

SECOND—Before delivery of any of the bonds of this issue numbered consecutively from 101 to 200, both inclusive, it shall, in addition to the above requirements, be made to appear by the said request of the Board of Directors therefor, and the said sworn statement of the engineer as above provided, that there has been expended for said Railway Company and become subject to the lien of this mortgage an amount and cost of work or property at least equal to the face value of the bonds requested to be delivered and that such work or property is used for the extension of said railroad, for terminal facilities in Brazil or Terre Haute, or for betterment and equipment made necessary by extension of said railroad. The term extension as herein used shall mean extension beyond the main line of railroad being and lying between Highland Lawn Cemetery and the Slough Cemetery at Brazil.

THIRD—The amount of such gold mortgage six per cent coupon bonds that may be issued hereing is limited to two hundred thousand dollars and no such bonds in excess of that amount shall be authenticated by said trustee, or shall be valid.

It is the intention hereof and it is hereby declared that all of said bonds, together with the interest thereon, to be issued as herein provided, shall be secured equally in all respects by these presents upon all the property hereinafter described without preference, priority or distinction as to lien, or otherwise, of one bond over another, and with preference to the time of actual issue of said bonds, or any of them.

TERRE HAUTE INDIANAPOLIS & EASTERN TRACTION COMPANY

*Central Elect. Railfans
ass.*

November

1941

INDIANA ROOM

THI&E
LINES

REFERENCE
DO NOT CIRCULATE



Bulletin 30

Published by

CENTRAL ELECTRIC RAILFANS' ASSOCIATION

1240 EDISON BUILDING

CHICAGO, ILLINOIS

Ind. Transportation

CENTRAL ELECTRIC RAILFANS' ASSOCIATION
BULLETIN 31
Terre Haute, Indianapolis and Eastern
TRACTION COMPANY

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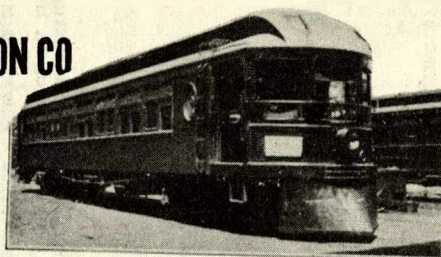
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ACKNOWLEDGMENT

The painstaking job of accumulating the data used in this bulletin was done almost single-handedly by our valued CERA brother, James F. Cook, of Anderson, Ind. Mr. Cook asks that we make acknowledgment to the many THI&E veterans who contributed a scrap or two of information. If we have misrepresented any of the data you gave us, we assure you it was entirely unintentional, and probably due to the meddling of the Editors, or as we call them, the "Whittling Committee", which, for Bulletin 31 comprised, George Krambles, as Chief Hacker-Upper, with capable assistance from such noted stenos and pasters as Charles A. Brown, John F. Humiston, Robert H. Konsbruck and Allan Victor.

This edition is limited, but while stock remains, duplicate copies may be obtained from the Association at 25¢.

TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO

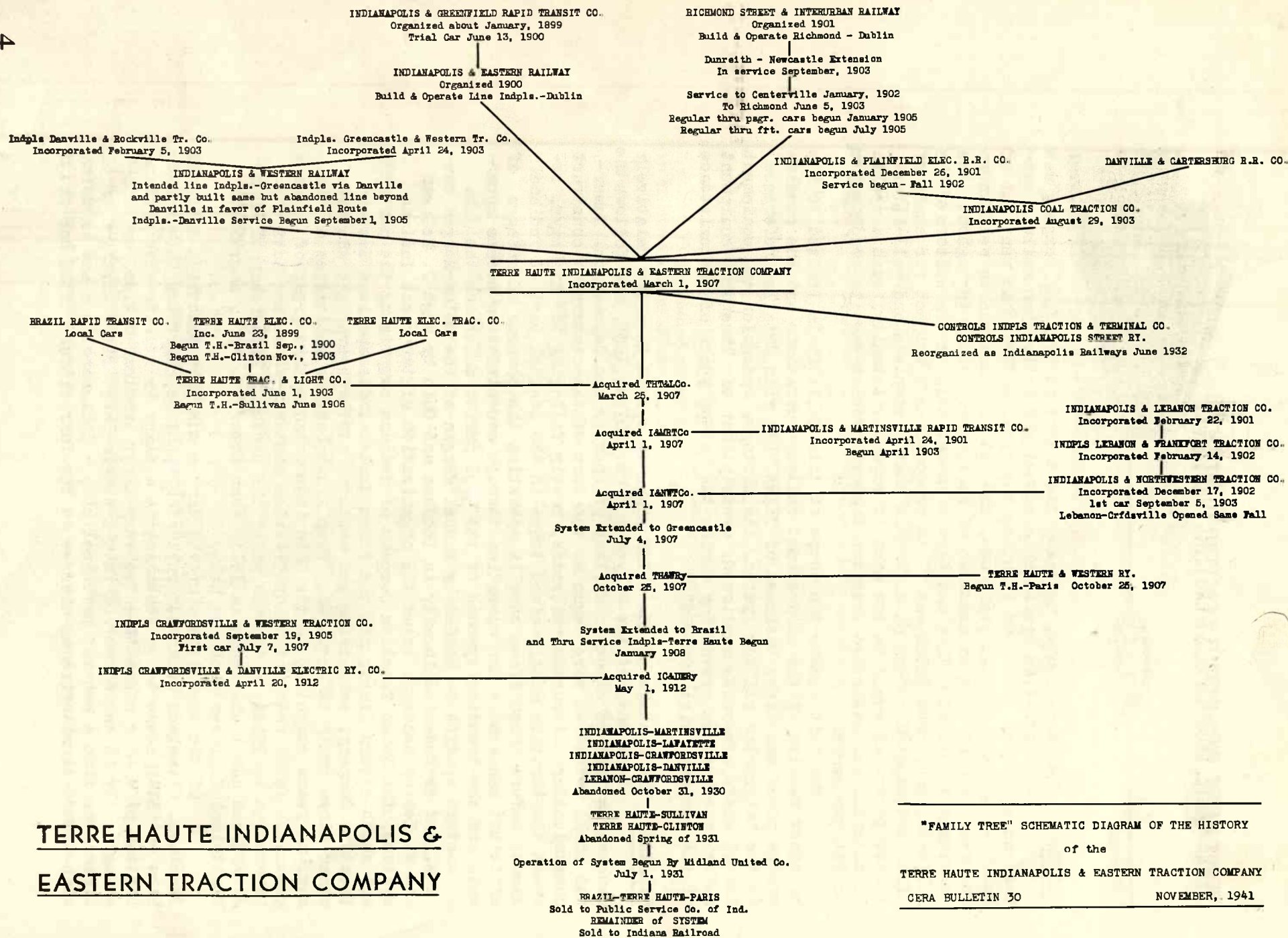


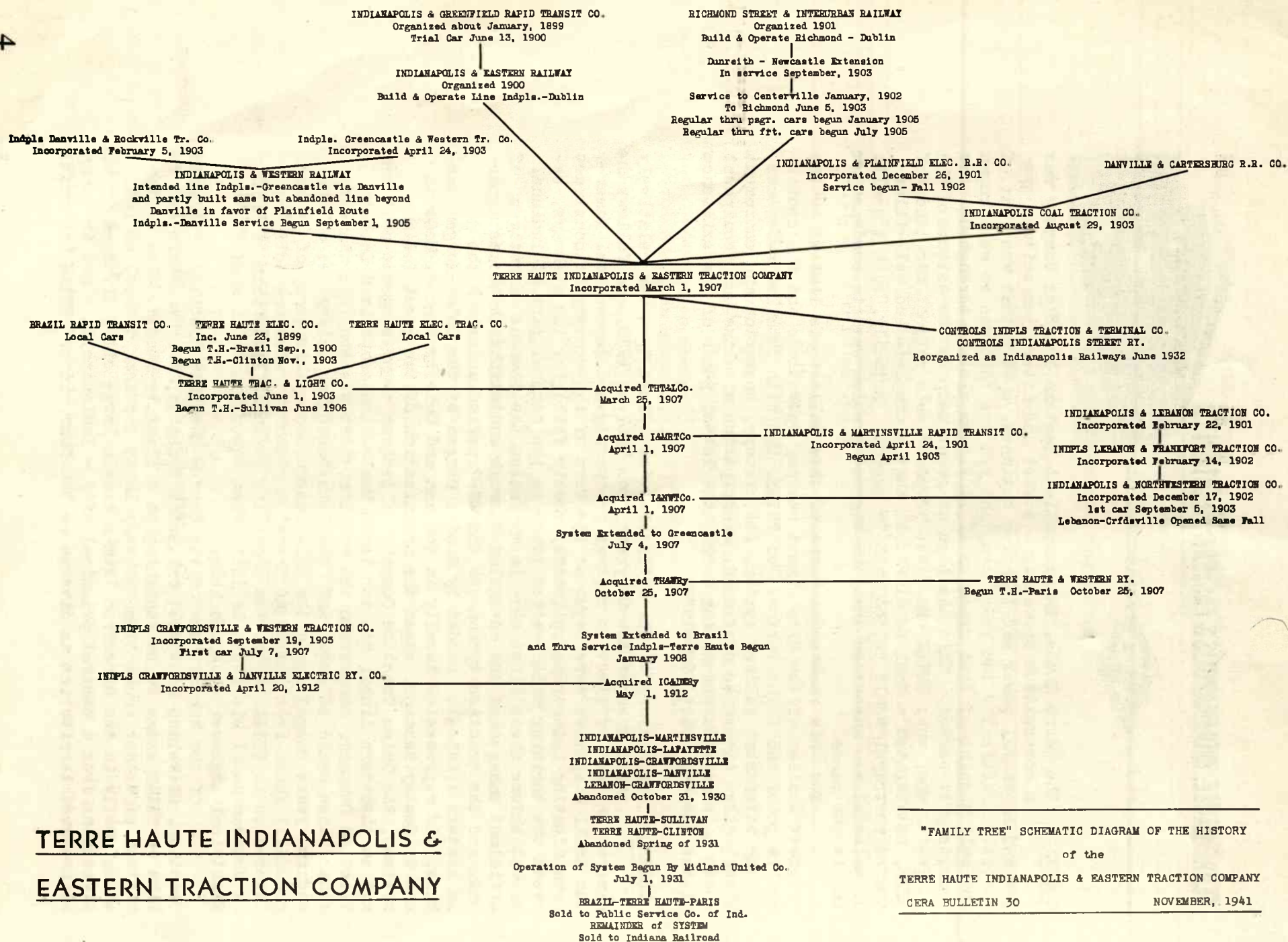
SCOPE: The Terre Haute, Indianapolis & Eastern Traction Company was a corporation operating a street and interurban railway system and a general power and lighting business, a firm that went out of business practically ten years ago, and yet one that was so well known and well thought-of that memories of it linger plainly throughout the territory it served. This has been of great help to the editors of the Bulletin, who, when THI&E was first proposed as a subject for study of CERA, anticipated a task so difficult that a complete and well-illustrated portrayal would be too much to expect. Actually, such a wealth of material was unearthed that the biggest problem was its condensation to fit our pages.

For this reason the scope of this bulletin is limited to the briefest mention of the city street railway operations and the considerable power and light business of THI&E, but with detailed reference to the interurban railway system, its history, operation and equipment. Except where otherwise mentioned, descriptions of line and equipment refer to practices prevailing during the latter years of the existence of the company, viz: 1925-1930.

GENERAL: The history of the THI&E Lines is spread thru the relatively short span of the 25 years from 1907 to 1932, and follows the general pattern of electric railway prosperity and depression. Numerous small companies were begun at the turn of the century to construct communicating interurban railroads, mostly following the highways, between the thriving middle-sized towns in the central part of Indiana. Almost before these lines were in operation the obvious advantages of efficient management and operation through consolidation became apparent, and the traction tycoons of the 1907 period undertook the job. An eastern syndicate, headed by Randal Morgan of the Dolan-Morgan combine, and represented locally in Indiana and Ohio by Hugh J. McGowan and W. Kesley Schoepf, began the organization of two great Indiana systems, the Union Traction Company of Indiana comprising the northern and northeastern lines; and the Terre Haute, Indianapolis & Eastern Traction Company, comprising the western, northwestern, and whatever other lines could be acquired. When trust-busting activities of the ensuing years caught up to the Ohio interurbans, this group of backers gradually faded from the Union Traction picture, remaining actively interested in THI&E, which was under the personal leadership of Hugh J. McGowan until his death in 1911, when Robert I. Todd, a graduate Electrical Engineer took the helm.

Of the big systems of its day -- the Ohio Electric, Illinois Traction, Cleveland Southwestern, Union Traction, Northern Ohio and the like -- THI&E seems to be something in a class by itself. Its system, instead of either connecting two very large terminal cities, or radiating mostly in one direction from a single large city, diverged in six directions from a central principal city - Indianapolis - and in doing this served territories as diverse as the four winds. THI&E had on its







lines everything from coal mines, limestone quarries and associated heavy rolling grades, to table-flat corn fields and pasture lands, with an ample share of both languid Hoosier farmers' towns and humming industrial cities, with mills, canneries, stockyards, foundries and factories dotting the route like a statistician's dream.

THI&E, in 1921, operated interurban trains over 402.43 route miles of line, only about 5 miles of which were tracks of city lines of other companies in Lafayette and Indianapolis over which THI&E ran. In addition, THI&E operated 33.21 miles of city line. Including 12.3 mi. of second main track, and 21.15 mi. of siding, industry and yard track the system comprised a total of 431.93 miles of standard gage railway.

Were THI&E running today, it would undoubtedly be the unopposed favorite of many a railfan. The pages following should give some inkling as to the why and wherefor

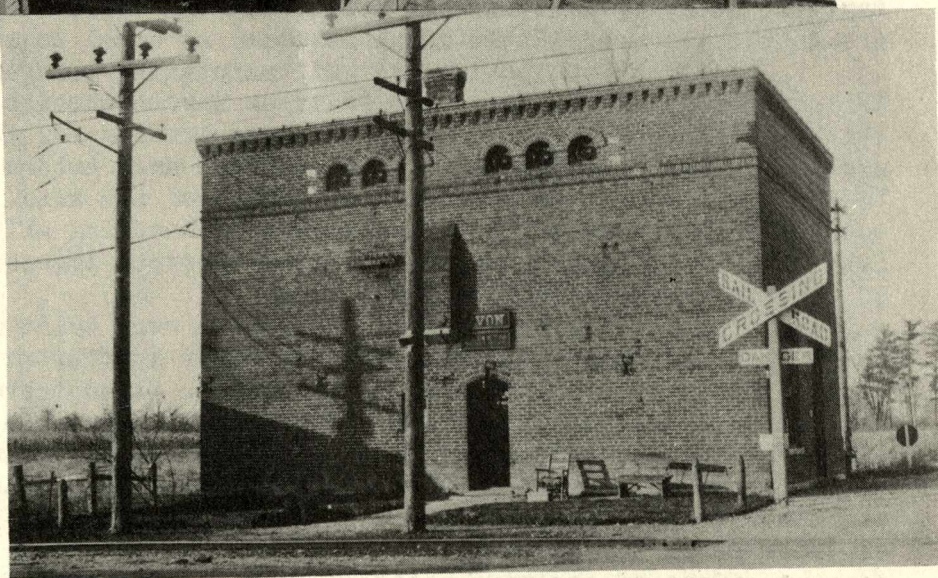
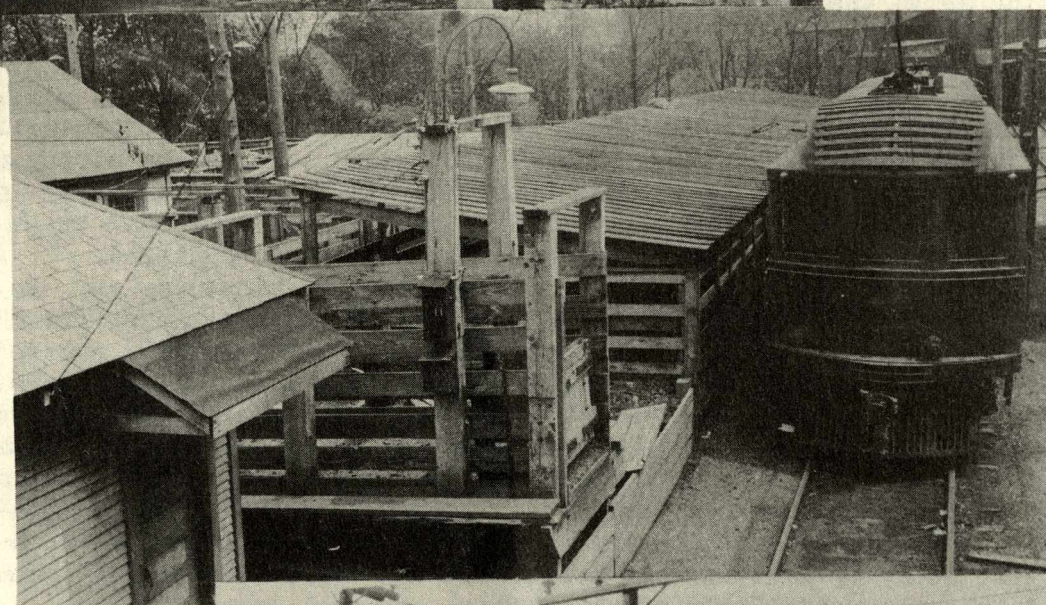
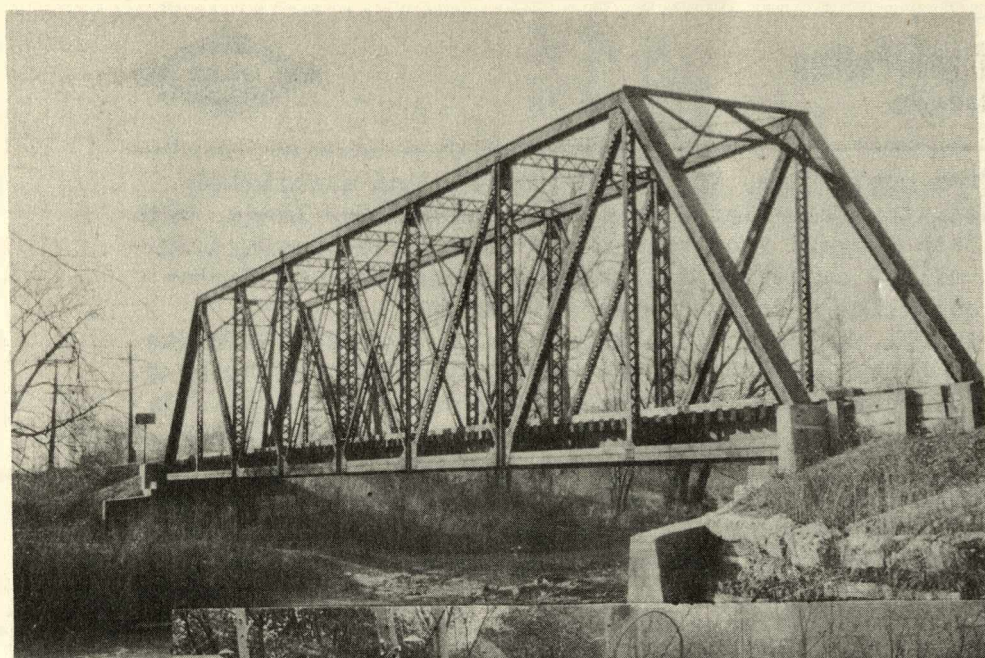
WAY & STRUCTURES: Being an amalgamation of several independently organized lines, it is to be expected that the construction of the various divisions of THI&E differed widely. Actually there was a surprising degree of standardization, due to the efficient and persistent efforts of THI&E's operating men. Track was mostly in 70 lb. steel, with crushed rock or white gravel ballast spread to a modest depth, depending on the nature of the soils encountered.

Much of the system was built adjacent to highways, or, in typically midwestern fashion, immediately adjacent to steam railroad rights-of-way, where interurban companies were able to obtain routes at low cost, if not actually free, from landholders anxious to have the interurban service at their front or back doors. In a few places, notably between Greencastle and Brazil on the Terre Haute line, track was cut across country with substantial cut and fill (in one place a cut some 30 ft. deep was made through Indiana limestone), but in general this heavy construction was avoided, since lines in rugged country were not only expensive to build, but the sparse population such areas held produced little local revenue, so vital to interurbans.

Attractive looking and well maintained bridges were characteristic of THI&E, those of the Pratt or Warren through truss type being more common than girder or concrete bridges for the principal stream crossings, altho the 5 span concrete arch bridge at Boys' School (near Cartersburg) was a notable structure of its kind. Viaducts of the THI&E system were generally capable of handling all but the heaviest steam road cars, and short coupled electric locomotives up to 50 tons in weight could work over them.

Small town stations of the system were built more nearly to steam railroad standards than those of other interurban properties, except possibly, the Illinois Traction System. Almost every town, no matter how small, had a station building, with the town name proudly emblazoned on the side in 8" letters, a baggage wagon and half-a-dozen of the inevitable cream cans neatly lined up at one end, one can with a green-and-white stop-on-signal flag propped under its handle, set at the edge of the platform.

Some of the more noticeable refinements along line of road were the painted metal signs at country stops, most of which were numbered and not named, the sheet metal "S" signs to indicate local stops



TOP - Typical thru truss bridge. On Danville, Indiana, branch.

CENTER - Stock pens at Crawfordsville, with stock motor car 137.

BOTTOM - Substation and ticket office at Avon, on Danville branch.

Terre Haute, Indianapolis and Eastern TRACTION COMPANY



to motormen, and semaphores rodded to switches and fastened to poles, to give switch indications where the standard low switchstand would have been hard to see running along at speed.

Station buildings which also housed substations were substantial fireproof brick structures, and while the designs varied widely over the system, those in the larger settled areas were usually quite pleasing architecturally, altho stations in a few of the largest towns where a special type of facility for the railroad was not specifically required, were often nothing more than remodelled stores in existing buildings. Trains simply stopped in the street opposite the station, blocking traffic (usually stations had a way of being on the main town street, right near the courthouse or other center of activity) for the duration of the halt.

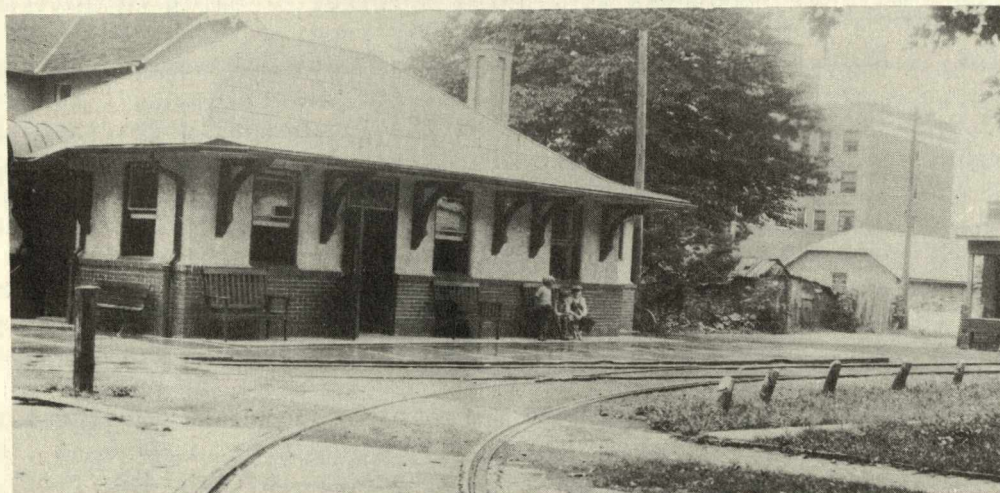
TRACTION TERMINAL: Promoted as a joint terminal of ample capacity for future needs, centrally located in the business and legislative center of Indiana, Indianapolis Traction Terminal was by all odds the greatest terminal ever built for the sole use of interurban lines. It was chartered in 1902 as the Indianapolis Traction and Terminal Company and completed the nine track trainshed and the 9 story office building in 1904, under the able sponsorship of H.J. McGowan. In addition to the terminal property, the I T & T controlled the Indianapolis Street Railway, until that company was reorganized in 1919, when the set-up was reversed and the Traction Terminal became a subsidiary of the Indianapolis Street Railway. Throughout this period, both properties were controlled by THI&E, and remained so until they passed to the Indianapolis Railways in 1932.

The terminal was operated and maintained by the local railway, but was used only by interurban cars, and later, interurban buses, with street cars entering the terminal only on special moves. For this, the street railway received a compensation of 1¢ per passenger in or out of the trainshed, in addition to the remuneration it received for the use of its tracks outside the terminal but within the city limits. All of the street railway tracks within Indianapolis were owned and maintained by the local railway, with the further provision that, should the limits of the city be extended in the future, the local railway should acquire, by purchase, the tracks of the interurban companies contained in the extension.

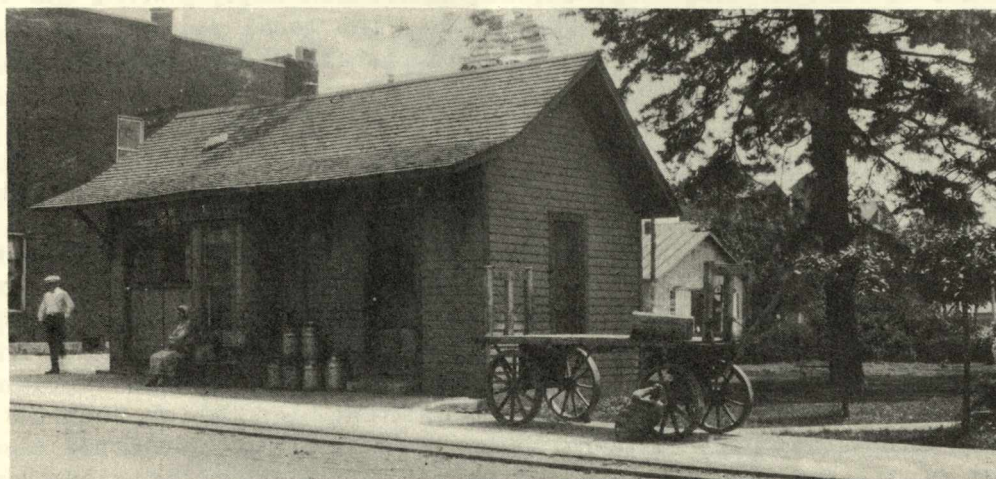
POWER SUPPLY & DISTRIBUTION SYSTEM: THI&E, from the first, generated all the energy used on its railway lines, and developed a considerable commercial power and light load on the side, particularly in the Terre Haute area. In the early days each division had its own power station; thus, there were steam generating plants of small capacity at Brazil, Crawfordsville, Mooresville, Lebanon and Richmond, with larger stations at Terre Haute and Philadelphia, near Greenfield. About 1910 a sizeable steam turbine plant was erected on West 10th Street, Indianapolis, which took over the load of most of the smaller plants and eventually permitted abandonment of all but Philadelphia, which fed the Eastern Division, and Terre Haute, which had a very heavy local load. The stations were of 25 cycle output, and while, in the earlier periods there was much variety of transmission voltage, toward the later years these had been



LAFAYETTE TERMINAL
Used by Indiana Service Corporation and THI&E



TERMINAL STATION AT PARIS, ILLINOIS
Freight House at Right



STATION (and Post Office) AT DAYTON
Northwestern Division
THI&E leased this building for \$6 a month.

fairly well standardized at 33,000 volts.

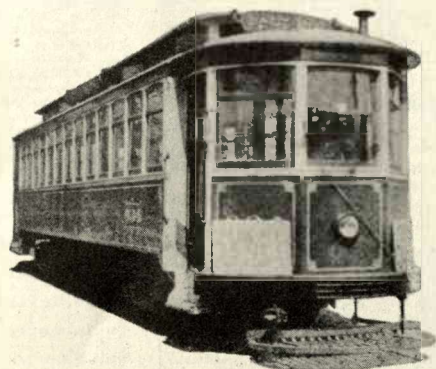
Substation equipment was similar in type and capacity throughout the system, altho manufacture varied with the division. A typical substation, well illustrated in the accompanying pictures, contained two 300 kw., 4 pole, 25 cycle rotary converters, arranged for manual operation. Where it could be conveniently done, substations were combined with ticket offices or interlocking towers (very few of these on THI&E) so that efficient use could be made of the operators' time. These subs, spaced at intervals of 10 to 16 miles, were not much more than enough to get two trains, each of one motor and one trailer, through a single section at once, although in a pinch they could be, and were often, overloaded for short periods to get extra sections of trains over the road. DC bus pressures up to 650 volts were maintained, but under conditions of overload, the feeder system and machine characteristics were such as to give momentary voltages as low as 300 at the car.

The DC distribution lines consisted of 0000 grooved trolley wire, usually hung with bracket direct suspension at about 21 ft. height from cedar poles spaced at 100 ft. intervals. Aluminum feeder, having a copper-equivalent capacity of 750,000 circular mils, was used.

The high voltage AC distribution lines were carried sometimes on the railway line poles, but quite frequently they were on separate pole lines, not always following the railway route when it was more expedient to make cross-country short cuts.

CITY RAILWAY SYSTEMS:

The foremost city operation in which the THI&E was interested was the Indianapolis Street Railway, of which it owned \$1,000,000 par of common stock, the entire amount outstanding. This wholly owned subsidiary was, however, independent in management and operation, and had a separate operating personnel.



Indianapolis

THI&E did run, under its own name, sizeable local railway properties in Terre Haute and Richmond, tiny ones at New Castle and at Crawfordsville, and, at one time, Brazil. A short shuttle line between Cambridge City and Milton was of the nature of a city line and used city type equipment.

Naturally the rolling stock of the old days was of various single and double truck types, but detailed records of these are not available. Just after the war, THI&E modernized its city lines with Birney type cars.

At Richmond, cars 800-814, built by Brill in 1918 were bought by THI&E from the Brooklyn-Manhattan Transit Co. (that sounds strange, but that's on the records) in August 1923 for \$5250 each, after a fire gutted Richmond's barn and destroyed most of its rolling stock.

Terre Haute was the first sizeable U.S. city entirely served by Birney cars. Here were cars 459-514, Brill built at the American Car Co. plant 1919; 515-524 from the same plant in 1920; and 525-534, built at Philadelphia by Brill in 1918.

A lone car gave the city service in Crawfordsville, probably a single-trucker of pre-Birney vintage, and another car comprised the stock in the Rose City, New Castle. In addition, the interurban fran-

BY *Terre Haute* STATI
MOTORMAN TRAIN NO. 21
Takes effect Sunday, April 27, 1924, at 3.30 A. M., superseding
Time Table No. 26, dated March 9, 1924.

TRAIN ORDER
TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.
F 18100 Date *Sept 18* 19*29*
To Conductor & Motorman of
Train No. *16* Motor No. *01*
No. *15* Motor No. *16* Motor No. *17*
Meet at *St. Marys*
Meet at *St. Marys*
Motors No. No. No. No.
as to No. No. No. No.

RECEIVED
Timetable dated September 1930

INDIANAPOLIS TO LAFAYETTE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Lafayette	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

LAFAYETTE TO INDIANAPOLIS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Lafayette	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Indianapolis	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

INDIANAPOLIS TO DANVILLE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Danville	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

DANVILLE TO INDIANAPOLIS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Danville	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Indianapolis	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

INDIANAPOLIS TO NEWCASTLE, RICHMOND AND DAYTON, O.

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Newcastle	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

DAYTON, O., RICHMOND AND NEWCASTLE TO INDIANAPOLIS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Dayton, O.	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Indianapolis	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

SPECIAL THROUGH DAILY SERVICE BETWEEN INDIANAPOLIS AND DAYTON, OHIO.

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Dayton, O.	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

INDIANAPOLIS TO CRAWFORDVILLE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Crawfordville	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

CRAWFORDVILLE TO INDIANAPOLIS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Crawfordville	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Indianapolis	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

TERRE HAUTE, INDIANAPOLIS, AND EASTERN TRACTION COMPANY

EASTERN DIVISION

Time Table No. 27

WEST BOUND

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Terre Haute	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

INDIANAPOLIS TO MARTINSVILLE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Martinsville	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

MARTINSVILLE TO INDIANAPOLIS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Martinsville	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Indianapolis	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

INDIANAPOLIS TO TERRE HAUTE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Terre Haute	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

TERRE HAUTE TO INDIANAPOLIS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Terre Haute	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Indianapolis	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

INDIANAPOLIS TO SULLIVAN

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Indianapolis	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Sullivan	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

SULLIVAN TO TERRE HAUTE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Sullivan	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Terre Haute	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

TERRE HAUTE TO CLINTON

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Terre Haute	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Clinton	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

CLINTON TO TERRE HAUTE

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Clinton	6:00	6:15	6:30	6:45	7:00	7:15	7:30	7:45	8:00	8:15
Terre Haute	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15

TERRE HAUTE DIVISION

Terre Haute, Indianapolis & Eastern Traction Company

BETWEEN TERRE HAUTE AND PARIS

TIME TABLE No. 12

TAKING EFFECT MONDAY, OCTOBER 14TH, 1912
AT 3.00 A. M.

and Guidance of Employees and Not for the Public

M. M. NASH,
SUPERINTENDENT

TERRE HAUTE DIVISION Indianapolis and Eastern Traction Company

TERRE HAUTE AND CLINTON

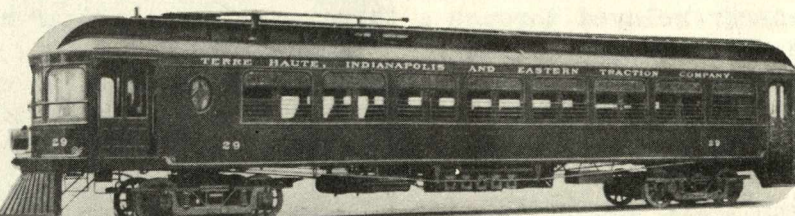
Terre Haute, Indianapolis and Eastern Traction Company

THREE
TRAFFIC DEPARTMENT

REVISED SHIPPER'S GUIDE

WHICH FREIGHT CAN BE HANDLED

Terre Haute, Indianapolis and Eastern Traction Company



The Best Equipped Traction System in the Country.

If you wish to reach points in Eastern, Western, Northwestern or Central Indiana
TWENTY-TWO (22) FAST LIMITED TRAINS LEAVE INDIANAPOLIS DAILY

This is the Way To Go

Passengers can purchase Tickets and check baggage through to all points reached
via Traction Lines in Indiana, Ohio, Michigan and Kentucky

J. T. BURNETT,
Dist. Pass. & Frt. Agt.
208 Terminal Building, INDIANAPOLIS, IND.

J. H. CRALL,
Gen'l. Pass. & Frt. Agt.

DEPARTMENT INDIANA

ONE OF THE GREATEST DANGERS
FOR A RAILROAD MAN IS FAILURE
TO THINK AND TO LOOK BOTH WAYS
BEFORE STEPPING UPON ANY TRACK



TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.



CAR GROUP NO.	BUILDER	DATE	TRUCKS	MOTORS	CONTROL	WEIGHT CAPY	LENGTH O'ALL	WIDTH O'ALL	HEIGHT to roof	TRUCK CENTERS	NAME AND REMARKS
INTERURBAN PASSENGER MOTOR CARS - COMBINATION PASSENGER & BAGGAGE											
9	Laconia	1902	Brill 271	GE57	K14	50,000	39' 0"	8' 0"	12' 3"	24' 0"	Retired at Terre Haute in 1928
18	Brill	1902	Brill 271	2GE730	K35g2	50,000	47' 8"	9' 0"	12' 3"	24' 0"	Acquired 2nd hand 1925, believed from Aurora Plainfield & Joliet
20	1	Jewett	1903 P'khn 36b	GE73	M	80,000	61' 9"	8' 6"	12' 11"	38' 5"	Had original green body color
21	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 2"	8' 10"	12' 11"	38' 5"	Rebuilt 1925 "JAMES WHITCOMB RILEY"
22	Jewett	1907	P'khn 40a	GE730	M	80,000	57' 10"	8' 11"	12' 11"	34' 10"	Original car 22 like group 1 was burnt and replaced by this car, believed former Cincinnati & Columbus Traction #18, rebuilt 1920
23	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 6"	8' 8"	12' 11"	38' 4"	Rebuilt 1927, "WHITEWATER"
24	1	Jewett	1903 P'khn 36b	GE730	M	80,000	61' 10"	8' 7"	13' 10"	38' 5"	Rebuilt, "SUGAR CREEK"
25	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 8"	9' 0"	13' 0"	38' 5"	"SHORTRIDGE"
26	1	Jewett	1903 P'khn 36b	GE730	M	80,000	61' 6"	8' 8"	13' 0"	38' 5"	Rebuilt "WIDNER"
27	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 7"	8' 11"	12' 11"	38' 5"	"DEWAS DENING"
28	1	Jewett	1903 P'khn 36b	GE730	M	80,000	62' 6"	8' 5"	13' 10"	38' 0"	Rebuilt 1916 (& 1926?) "ANSON WILLES", equipped w/ bucket seats
29	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 3"	8' 11"	12' 11"	38' 5"	"HENDRICKS"
30	1	Jewett	1903 P'khn 36b	GE730	M	80,000	62' 0"	8' 8"	13' 6"	38' 5"	Rebuilt, "SAMUEL M. RALSTON" burnt about 1927.
31	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 3"	8' 11"	12' 11"	38' 5"	"PAUL DRESSER"
32	1	Jewett	1903 P'khn 36b	GE730	M	80,000	61' 3"	8' 6"	13' 1"	38' 5"	Had original green body color
33	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 6"	8' 8"	13' 1"	38' 5"	"FRANCIS VIGO"
34	1	Jewett	1903 P'khn 36b	GE73	M	80,000	61' 8"	9' 2"	13' 4"	38' 6"	"MARQUIS de LAFAYETTE"
35	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 9"	9' 0"	13' 1"	38' 5"	"MANUAL"
36	1	Jewett	1903 P'khn 36b	GE730	M	80,000	61' 8"	8' 7"	13' 0"	38' 5"	Had original green body color
37	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 8"	8' 10"	13' 0"	38' 5"	"DEPAUW"
38	1	Jewett	1903 P'khn 36b	GE730	M	80,000	61' 4"	8' 8"	13' 1"	38' 5"	Had original green body color
39	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 0"	8' 9"	12' 11"	38' 5"	"WALNUT CREEK"
40	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 4"	8' 9"	13' 3"	38' 6"	"SAMUEL M. RALSTON"
41	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 4"	8' 11"	13' 0"	38' 5"	"HUGH J. MCGOWAN"
42	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 6"	8' 8"	13' 4"	38' 6"	Had original green body color
43	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 7"	8' 10"	13' 0"	38' 5"	"CHARLES C. REYNOLDS"
44	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 6"	8' 8"	13' 4"	38' 6"	"TIPPCANOE", rebuilt.
45	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 1"	8' 11"	12' 6"	38' 6"	"ELBERT B. PECK"
46	1	Laconia	1904 P'khn 36b	GE730	M	85,000	60' 6"	8' 9"	13' 4"	38' 6"	"BOILER"
47	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 2"	8' 11"	13' 2"	38' 6"	Rebuilt, "INDIANA"
48	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 7"	8' 11"	13' 4"	38' 6"	"PUTNAM"
49	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 4"	8' 11"	13' 10"	38' 5"	Rebuilt, "CLINTON"
50	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 6"	8' 9"	13' 7"	36' 1"	"GENERAL LAM WALLACE", was IC&W 101
51	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 10"	8' 8"	13' 2"	38' 6"	Rebuilt, "PURDUE"
52	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 10"	8' 8"	13' 2"	38' 6"	Original green, was IC&W 102.
53	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 8"	8' 7"	13' 0"	38' 5"	Had original green body color.
54	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 4"	8' 8"	13' 1"	38' 6"	Rebuilt, "WABASH", was IC&W 103.
55	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 4"	8' 8"	13' 1"	38' 6"	Had original green body color
56	1	Laconia	1904 P'khn 36b	GE730	M	85,000	60' 6"	8' 8"	13' 1"	38' 6"	Original green, was IC&W 104
57	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	61' 4"	8' 8"	13' 4"	38' 6"	Had original green body color
58	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 4"	8' 8"	13' 4"	38' 6"	"MAURICE THOMPSON", was IC&W 105
59	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 5"	8' 10"	13' 3"	30' 1"	Orig. green, rebt. 1917, was 76.
60	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 4"	8' 8"	13' 3"	30' 1"	Original green, was IC&W 106
61	2	Cincinnati	1907 BLW 78-35	W121a	AB	84,400	62' 5"	8' 10"	13' 3"	30' 1"	Rebuilt 1917, "FLAT ROCK"
62	1	Laconia	1904 P'khn 36b	GE730	M	85,000	61' 4"	8' 8"	13' 3"	30' 1"	Rebuilt, "BEN-HUR", was IC&W 201, limited car "ESTHER"
63	5	Jewett	1906 BLW 285	W3040	K64bra	77,400	58' 9"	9' 2"	13' 11"	36' 1"	Rebuilt 1917 & 1926, "BRANDYWINE", had front end coupler, truck horse and was wrecked Hiser, 1931
64	4	Cincinnati	1906 BLW 78-35	W121	AB	75,800	55' 10"	8' 8"	13' 0"	30' 1"	Original green, was IC&W 202
65	5	Jewett	1906 BLW 285	W3040	K34d	77,400	57' 0"	9' 1"	13' 5"	36' 0"	Rebuilt 1917, "WAYNE"
66	4	Cincinnati	1906 BLW 78-35	W121	AB	75,800	56' 0"	8' 8"	12' 11"	30' 11"	Rebuilt 1910 & 1923, "EARLHAM", orig. control, motors & trucks replaced, body lengthened, was Indianapolis & Eastern Ry. #65
67	6	Kuhlman	1903 Std o8Op	W121a	AB	79,000	62' 10"	8' 7"	12' 9"	37' 9"	Drop platf. raised 1917, steel-plated 1926, had front end coupler; name "ROSE CITY"
68	4	Cincinnati	1906 BLW 78-35	W121	AB	75,800	55' 8"	8' 8"	12' 9"	31' 0"	Note as per car 67, was I&E #70, was derailed & wrecked 1923.
69	6	Kuhlman	1903 Std o8Op	W121a	AB	79,000	62' 6"	8' 8"	13' 0"	37' 8"	Rebt. 1917, "HAWCOCK", was #78.
70	4	Cincinnati	1906 BLW 78-35	W121	AB	75,800	55' 10"	8' 8"	13' 0"	30' 10"	Note as per car 67, was I&E #80, name "GENERAL MEREDITH"
71	6	Kuhlman	1903 Std o8Op	W121a	AB	87,600	62' 6"	8' 8"	13' 0"	37' 8"	Rebt. 1917, 1929 "ROBERT I. TODD"
72	4	Cincinnati	1906 BLW 78-35	W121	AB	75,800	55' 6"	8' 8"	13' 0"	25' 11"	Note as per car 67, was I&E #85, name "NATIONAL OLD TRAILS"
73	6	Kuhlman	1903 Std o8Op	W121a	AB	79,000	62' 6"	8' 8"	12' 11"	37' 8"	Rebt. 1917, 1928 "GREEN FORKS"
74	4	Cincinnati	1906 BLW 78-35	W121	AB	75,800	62' 6"	8' 8"	12' 11"	30' 10"	Note as per car 67, was I&E #75, name "OLIVER P. MORTON"
75	6	Kuhlman	1903 Std o8Op	W121a	AB	78,000	62' 3"	8' 7"	13' 1"	37' 8"	Note as per car 67, was I&E #90, name "BLUE RIVER"
77	6	Kuhlman	1903 Std o8Op	W121a	AB	73,000	62' 6"	8' 8"	12' 9"	37' 8"	Rebt. '17, "CENTRAL NORMAL" was Indpls. & Martinsville R.T. #61.
81	7	Jewett	1902 P'khn 36b	GE730	K34d	72,800	54' 9"	8' 6"	13' 6"	33' 0"	Rebt. '17, "ABNER CREEK", was Indpls. & Martinsville R.T. #63.
83	7	Jewett	1902 P'khn 36b	GE730	K34d	72,800	54' 9"	8' 6"	13' 6"	33' 0"	Rebt. name "JOHN T. HAYS"
110	8	Jewett	1908 BLW	GE730	M	70,000	53' 8"	8' 11"	13' 0"	32' 3"	Rebt. "INDIANA STATE TEACHERS' COLLEGE"
112	8	Jewett	1908 BLW	GE730	M	70,000	53' 8"	8' 11"	13' 0"	32' 3"	"GARFIELD HIGH SCHOOL"
114	8	Jewett	1908 BLW	GE730	M	70,000	53' 8"	8' 11"	13' 0"	32' 3"	"ST. MARYS OF THE WOODS"
116	8	Jewett	1908 BLW	GE730	M	70,000	53' 8"	8' 11"	13' 0"	32' 3"	"CHAUNCEY ROSE"
118	8	Jewett	1908 BLW	GE730	M	70,000	53' 8"	8' 11"	13' 0"	32' 3"	Rebt. "WILLIAM RILEY McKEEN"
119	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	"GERSTMEYER TECH HIGH SCHOOL"
120	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	Rebt. "BYCAMORE"
121	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	Rebt. 1927, trucks, motors, and control replaced, had bucket type seats, "WILEY HIGH SCHOOL"
122	8	Jewett	1908 Std o8Op	W333b4	HLF	75,000	53' 8"	8' 11"	12' 10"	32' 3"	Rebuilt, "MARIETTA GROVER"
123	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	"WILLIAM PENN"
124	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	Rebuilt.
125	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	
146	9	McGuire	1906 BLW	GE730	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	Car bought 1930 from Cleveland Southwestern Ry. to replace burnt car #30, never rebuilt or used on THI&E.

P'khn - Peckham Motor Truck Co. BLW - Baldwin Locomotive Works GE - General Electric Co.
W - Westinghouse Elec. & Mfg. Co. Std - Standard Motor Truck Co.
McGuire - McGuire-Cummings Mfg. Co. A C & F - American Car & Foundry Co.
Barn & Smith - Barney & Smith Car Co. Taunton - Taunton Locomotive Works.



TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.



CAR GROUP NO.	BUILDER	DATE	TRUCKS	MOTORS	CONTROL	WEIGHT CAPY	LENGTH O'ALL	WIDTH O'ALL	HEIGHT to roof	TRUCK CENTERS	REMARKS
INTERURBAN PASSENGER TRAILER CARS											
10	Cincinnati	1903	Peckham	trail	none	38	39' 1"	8' 7"	12' 4"	17' 4"	Name "AMY", used mainly with car 122; bought from Leb. & Thorn. Tr. Originally Indpls. Graefordville & Western Tr. Co. 301 - 304. Originally Indianapolis & Martinsville Rapid Transit Co.
200-10	Danville	1906	BLW 746	trail	none	45,800	44	46' 8"	9' 2"	12' 8"	
204-11	Jewett	1902	BLW	trail	none	49,800	49	46' 6"	8' 7"	13' 1"	
207	Jewett	1902	BLW	trail	none	49,800	49	46' 6"	8' 7"	13' 1"	
BUSINESS (OR PARTY) INTERURBAN PASSENGER MOTOR CAR											
600	Cincinnati	1911	Std o8Op	W303a	HL	85,000	23	60' 2"	9' 0"	13' 1"	Front and rear solarium observation
SUBURBAN PASSENGER MOTOR CARS (Used on Terre Haute Division Interurban Lines)											
101	Indpls St Ry	'06	BLW F	W101b	K10	42	41' 1"	7' 9"	11' 11"	15' 9"	
103	Indpls St Ry	'06	Laconia 7b	W101b	K11	42	41' 1"	7' 9"	11' 9"	17' 6"	
104	Jack & Sharp	'02	Brill 27g	W12a	K12	55	42' 3"	7' 10"			Open car. Specs given for 104, 105, 108, 109 similar except 105, 109 by Laconia, 1906.
105	Jack & Sharp	'02	Brill 27g	W12a	K12	55	42' 3"	7' 10"			
108-109	Stephenson	1903	St Louis	W101b	K14	56	44' 8"	8' 5"	11' 6"	22' 1"	
113, 117	Jewett	1902	Brill	W12a		55					
126, 128	Jewett	1902	Brill	W12a		55					
132, 134, 138	Indpls St Ry	'06	BLW F	W101b	K11	42	39' 7"	7' 9"	11' 8"	15' 9"	
402	Cincinnati	1917	BLW			48					Arch roof steel car.
458	Cincinnati	1917	BLW			48					
INTERURBAN FREIGHT MOTOR CARS											
(Tons)											
126	Jewett	1903	Std o8Op	GE730	1-K64	30					TYPE FORMER BECAME
127	Jewett	1903	Std o8Op	GE730	2-K64bra	66,800	30	50' 1"	8' 7"	13' 4"	Box I&NW #1 IR #706
128	Jewett	1902	P'khn 36b	GE730	1-K64	75,000	30	50' 4"	8' 7"	13' 3"	Stock # 42
129	Jewett	1902	P'khn 36b	GE730	1-K64bra	66,000	30	50' 4"	8' 7"	13' 3"	Box # 43
130	Cincinnati	1906	P'khn 36b	GE730	1-K64bra	72,000	30	51' 0"	8' 6"	12' 10"	Stock # 44
131	Cincinnati	1907	BLW 78-35	W121a	1-AB	75,000	30	50' 8"	8' 8"	12' 8"	Box # 45
132	(Specifications identical to car 131)										Box # 46 IR #707
133	Kuhlman	1904	BLW 78-35	GE73	1-K64bra	70,000	30	49' 7"	8' 5"	12' 7"	Box # 48, later 210.
134	Cincinnati	1906	BLW 78-35	W121	2-K64bra	75,000	30	50' 9"	8' 7"	12' 7"	Box # 49, later 220.
135	Cincinnati	P'khn 14	GE730	2-M		65,000	30	50' 5"	8' 6"	12' 7"	Stock From Cin. & Cole. Tr. Co. 1918
136	Cincinnati	1910	Std. o8Op	W121	2-AB	78,000	30				Box IR 718, later 773
137	Jewett	1906	BLW 285	W304c	1-K64bra and 1-K64bra	70,000	30	50' 5"	8' 11"	12' 10"	Stock I&NW #51
138	(Specifications identical to car 137)										Stock I&NW #52
139											Box
140	A C & F	1922	BLW	GE730	2-HL	60,000	30	56' 6"	8' 4"	12' 6"	Box
141	A C & F	1907	BLW	W101b	2-K14	60,000	20	43' 10"	8' 8"	12' 10"	Wreck. Former Box motor.
142	A C & F	1919	BLW	W101b	2-K14	60,000	20	41' 9"	8' 9"	12' 9"	Box
143	(Specifications identical to car 142)										Box
144	A C & F	1904	BLW	W101b	2-K14	60,000	15	40' 0"	8' 6"	12' 6"	Box
150	Jewett	1906	Std o8Op	W333vd	1-HL	78,900	15				Box I&NW IR #709
151	Jewett	1906	P'khn 40a	GE730	2-K64bra	67,000	30	48' 3"	8' 11"	12' 5"	Stock C&CT #100
152	Jewett	BLW 78-35	W121a	1-K64bra	65,000	15	48' 3"	8' 6"	13' 3"	Wreck. Ex. box. Former THIAK #79 Pass. motor.	IR #1151
153	Jewett	1903	P'khn 36b	GE730	1-K64bra	74,000	30	57' 4"	8' 10"	12' 0"	Box I&NW #10
154							15				Box IR #705
LOCOMOTIVES AND WORK EQUIPMENT (Also freight motor cars in contiguous number series)											
155	T H I & E	1900	Arch bar	Trail	None	83,600	19' 4"	9' 0"	12' 8"	10' 9"	Snow plow IR #1176
175	Cincinnati	1912	Std o8Op	GE730	1-K34d	82,000	45' 4"	9' 2"	11' 7"	25' 0"	Work loco. cab one end.
176	T H I & E	1911	Barn & Smith	GE73	1-K4	82,000	40' 10"	8' 8"	11' 10"	23' 7"	Work loco. cab one end.
177	T H I & E	1913	P'khn 14b	GE73	1-K64, 1-L4		38' 10"	8' 8"	13' 1"	23' 0"	Line car.
179	T H I & E	1911	Std o50	W93a	1-HL	60,880	30' 6"	9' 7"	12' 0"	17' 6"	Loco. Was THIAK #3. Sold to West. Indiana Gravel Co.
181	McGuire	1913	St Louis	W93a	2-M	60,000					Line car. IR #770
182	A C & F		St Louis	W93b	2-						Box motor.
183	T H I & E	1915	St Louis	W93a	2-K14						Center cab work motor.
184	McGuire	1907	McGuire	2-W93b							Single truck sweeper. IR #1172
185	Taunton	1398	Taunton	2-W93b	2-K10		28' 6"	7' 2"	10' 9"		Single truck snow plow.
189	Lea & Fowl	1898	McGuire	2-W93b	2-K10		25' 11"	6' 6"	10' 3"		Single truck sweeper. IR #1173
190	A S & I	1902	P'khn	GE73	2-K35	50,000					Line car. IR #762
191	St Louis	1902	BLW	W303	2-K34d	65,000					Line car. IR #763
192	T H I & E	1920	Std	W333	2-HL	86,530					Locomotive IR #752
193	T H I & E	1920	P'khn 36b	GE730	1-K34	67,400	40' 0"	8' 7"	12' 5"	16' 9"	Work motor IR #768
195	T H I & E	1923	StL 23a	W101b	1-K64bra	63,900	38' 10"	9' 1"	12' 0"	22' 7"	Center cab loco. IR #769
196	T H I & E	1927	BLW	W121	2-BLEF	89,800	35' 6"	9' 2"		17' 8"	Steeple cab loco. IR #753
198	T H I & E	1910	Std o50	2-W101b	2-K11		37' 6"	8' 0"	11' 3"	18' 2"	Welding motor
450	T H I & E	BLW	W-93a	2-HL		20					Stock motor
FREIGHT TRAILER CARS											
39 Box cars numbered: 222-249, 438, 1700-1709.											
39 Stock cars numbered: 252, 253, 282, 285, 400-427, 451-457.											
12 Side dump cars numbered: 350-361.											
4 Center dump cars numbered: 264-267.											
2 Dump cars numbered: 277, 298.											
18 Flat cars numbered: 250, 251, 254-258, 261, 268-270, 273, 278, 279-281, 283, 284											
11 Side dump ballast cars numbered: 286-296.											
2 Cinder cars numbered: 259-260.											
RECAPITULATION OF EQUIPMENT:											
SUPPLEMENTARY NOTES ON CONTROL:											
Gear Ratios:											
Air Brake Equipment:											
Standard engineer's valve: M-150 (Group 3 and 5 had M-22 valves)											
Standard compressor: Westinghouse D280 or General Electric CP-28											
Standard triple valve: M2a or M2b. Standard governor WABCO type J.											
Standard size of brake cylinder: 14" x 12".											



Terre Haute, Indianapolis and Eastern TRACTION COMPANY

chises were usually such that the interurban cars making local stops were used as city cars for the convenience of local patrons. Typical city fare was 5¢.

City railways also operated in Lafayette (Indiana Service Corporation) and in Paris, Illinois, (Central Illinois Traction) but were not under THI&E management.

DIVISIONAL ORGANIZATION: For purposes of train service and equipment assignments THI&E was broken into divisions. Normally crews and equipment did not pass between divisions.

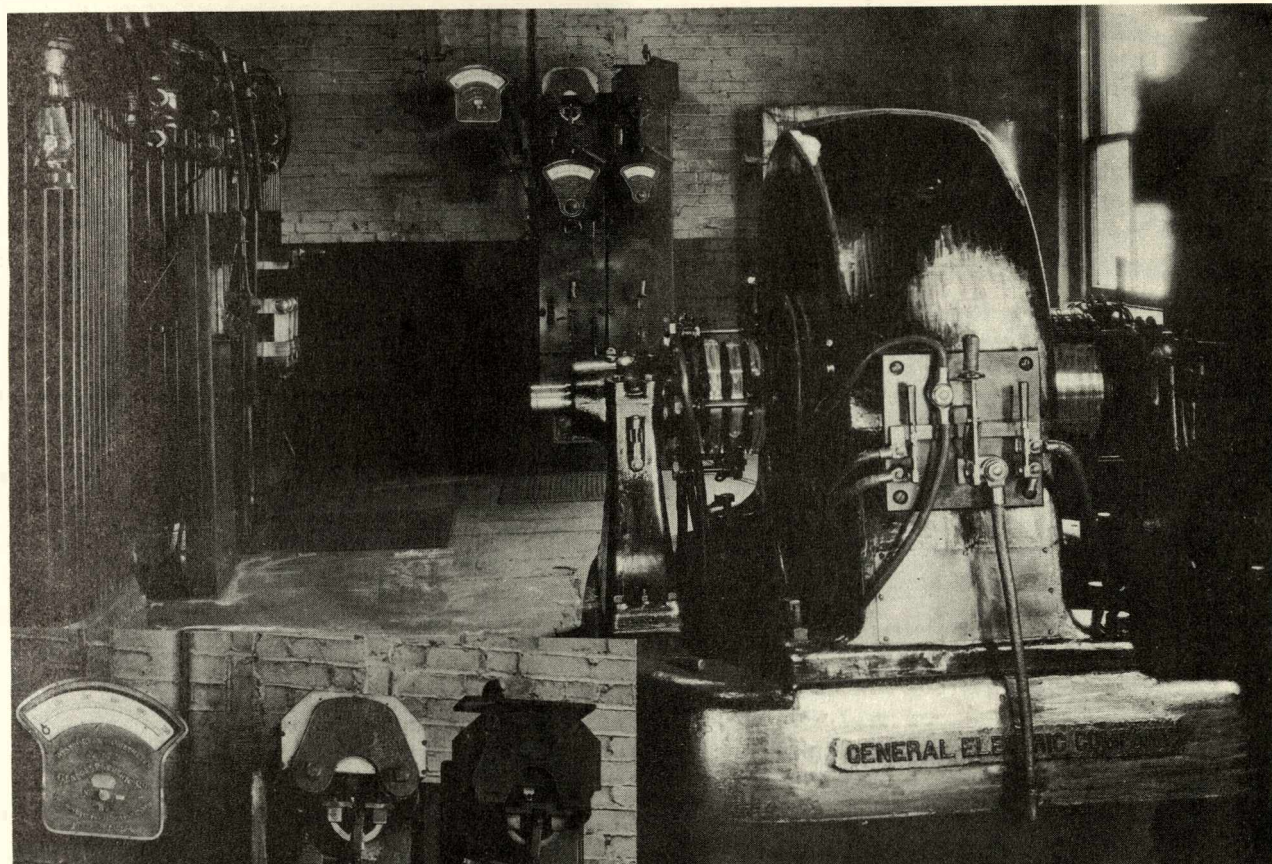
DIVISION	ROUTES	EQUIPMENT (See Roster)
Northwestern -Martinsville	Indianapolis-Lafayette	Group 1
	Indianapolis-Martinsville	"
	Lebanon-Crawfordsville	Car 18
Eastern	Indianapolis-Richmond	Groups 4, 5, part of 2.
	Dunreith-New Castle	Car 72
Brazil	Indianapolis-Terre Haute	Group 2
	Indianapolis-Danville	Group 6
Terre Haute	Terre Haute-Clinton	Group 7, 8, misc. subn. cars
	Terre Haute-Sullivan	" at Terre Haute
	Terre Haute-Paris	"
	Terre Haute-Brazil trippers	"
Crawfordsville	Indianapolis-Crawfordsville	Group 3

TRAIN OPERATION & TRAINS: Possibly the most outstanding record of THI&E operation was the fact that in its 25 years not a single passenger fatality was caused by the railroad. This might seem startling, in view of the lack of steel cars and the absence of block signaling (except for curve protection near Terre Haute, near Cartersburg and near Knightstown) and may be attributed to the high standard of safety set by the employes, the rigid enforcement of the standard rules of train operation, and the capable supervision of transportation department officials, many of whom had steam road working experience.

Train orders were issued to crews directly by telephone, and entered in a standard "fill-in-the-blanks" time saving train order form. Orders were never relayed through a third person, no matter how competent he might be.

Passing sidings were generally located frequently enough to permit half-hour train headways, altho most service was on an hourly basis. Trains were scheduled over the road at an average speed of about 25 mph. for locals and up to 35 mph. for limiteds, the former making all stops on signal, and the latter only the principal town stops.

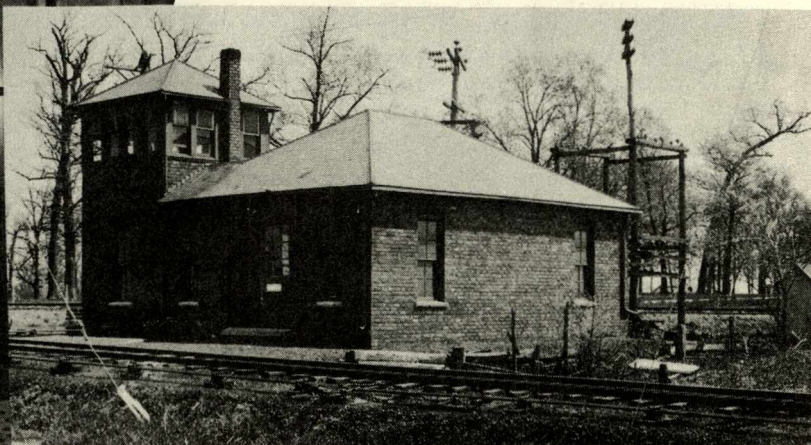
Of the limited trains, some were particularly notable and earned for themselves a place among the famous traction flyers of all time. These included the "HUCKEYE SPECIAL" from Indianapolis through to Dayton, Ohio via Richmond and the Dayton & Western Traction Company, 4:00, and its westbound counterpart, the "HOOSIER SPECIAL"; the "HIGHLANDER", 2:05 hot shot between Indianapolis and Terre Haute; the "TECUMSEH ARROW", 2:11 redball between Indianapolis and Lafayette; and, possibly the most romantic sounding of all, the "BEN-HUR SPECIAL", which made the Indianapolis-Crawfordsville run in 1:15. This train got its name from the noted book of General Lew Wallace, famed Crawfordsvillian.



TYPICAL THI&E SUBSTATION EQUIPMENT

ABOVE & LEFT - 300 kw. 750 rpm., 4 pole 25 cycle, 3 phase rotary converter, at Martinsville. In switchboard, lefthand panel contains watt-hourmeter, ammeter, switch and breaker for machine; while righthand panel contains ammeter, switch and breaker for feeder section ending at Martinsville.

BELOW: Combination substation and interlocking tower at Monon crossing at Frankfort, Northwestern Division.





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One promising limited of the early days, the "COLUMBIAN", did not succeed, possibly because of the difficulties attendant on interline running over three properties. This train ran the 250 miles from Traction Terminal to Zanesville, Ohio, in 8:50, for a short time about 1916.

Freight trains, both through and way, were run. The principal freights made a schedule speed of about 20 mph. and were on the timecard as second class trains.

MAINTENANCE OF EQUIPMENT: Shops were scattered over the entire system with the following arrangement of work:

CRAWFORDSVILLE -	Maintenance of freight equipment for Crawfordsville, Northwestern-Martinsville divisions. Paint shop for major painting for entire system.
LEBANON -	Maintenance and rebuilding of passenger equipment for Crawfordsville, Northwestern-Martinsville divisions.
MOORESVILLE -	Inspection and light mtce., Martinsville line only.
MIDWAY (West Washington St., Indianapolis)	Maintenance and rebuilding of all Brazil-Danville division equipment.
GREENFIELD -	Maintenance and rebuilding of Eastern div. equipment.
RICHMOND -	Inspection and light mtce., Eastern division and city cars at Richmond. Heavy work done at Greenfield.
TERRE HAUTE -	Maintenance of Terre Haute division interurban stock, and city cars at Terre Haute.

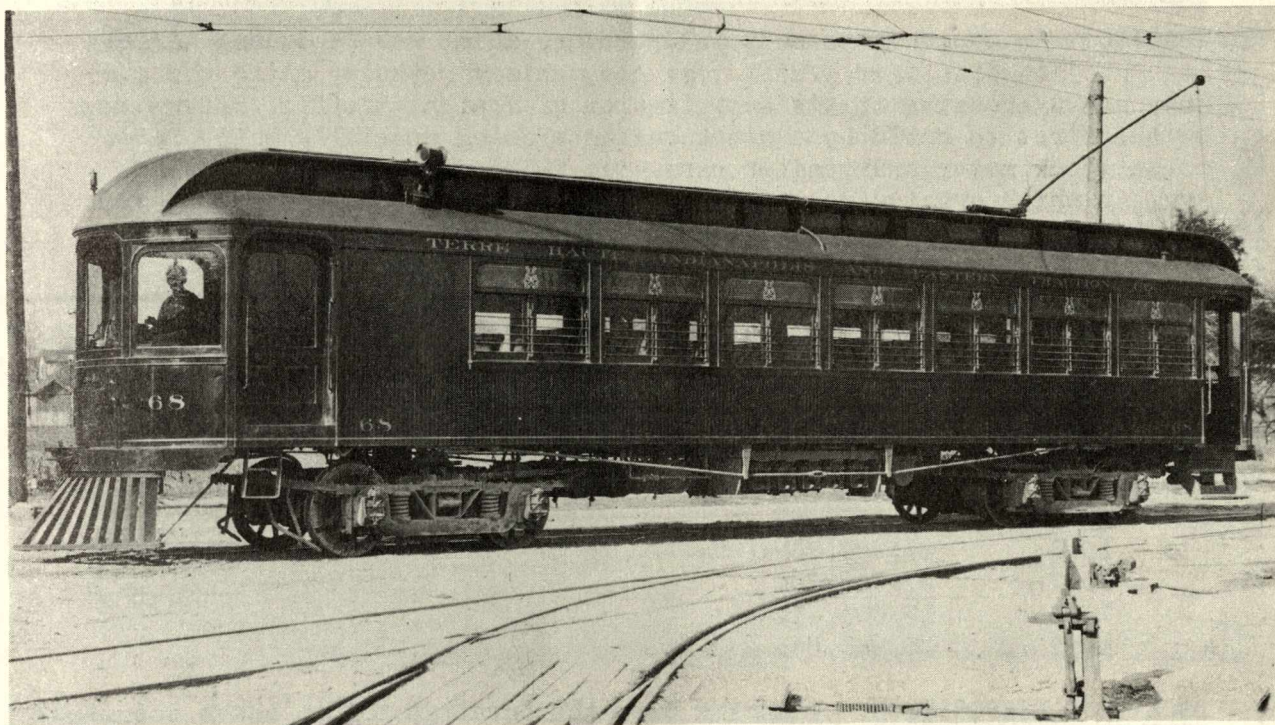
These shops were, of course, leftovers from lines absorbed by THI&E, and evidently little progress was made in centralization of main shops until the system's last years, when some plans were made, but never carried out. Locating the paint shop at Crawfordsville was probably a part of this scheme.

ROLLING STOCK: An unusual numbering system prevailed on THI&E passenger cars, in that groups were numbered in series of all even numbers or all odd numbers. This was not the case with all groups of cars, some being numbered consecutively in the usual manner, but where it does occur it makes presentation of a compact roster a difficult job. Then too, most of the cars went through the shop at least once for a major body overhaul, and this work, spread out over a long period of time, resulted in various cars of each group differing from each other by an inch or two in principal dimensions. The exact architectural treatment of the car bodies also varied slightly with each rebuilding job, some cars being steel sheathed up to the belt rail, others up to the eaves, others from belt rail to eaves, some with only "blocked-off" upper sash and wooden sheathing elsewhere, and finally some with hardly any change, except perchance to move the cab to the right side and offset the right side baggage door accordingly.

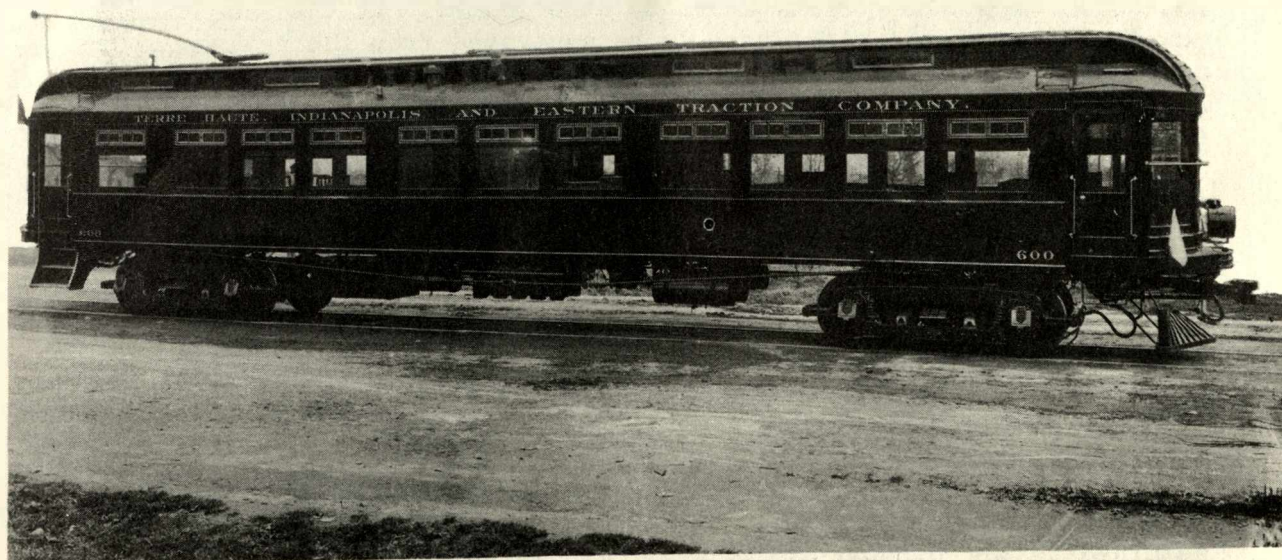
In performance, THI&E cars were very much alike, having a balancing speed of about 55 mph., seating capacity of about 50, and with a baggage compartment of about 50 sq. ft. Most of the passenger cars were equipped with multiple-unit type control, double ended, although motor cars were not trained up, and in normal use ran only from the number one (pilot) end.

For further details of rolling stock see appended roster.

Terre Haute, Indianapolis and Eastern
TRACTION COMPANY



ABOVE: Eastern Division standard type, as built.
BELOW: Luxurious business car, later also used as party car.
(Both photos: Bass Studios, Indianapolis)





Terre Haute, Indianapolis and Eastern TRACTION COMPANY

TRAFFIC: In common with most interurbans, THI&E was dependent largely on passenger traffic for its railway revenue, altho the company was aggressive in its solicitation of freight traffic. It was one of the first to build up a stock business using specially built inter-urban stock motor and trailer cars. But THI&E was limited to freight traffic which originated and terminated on its own lines or those of connecting electric railways, since clearance and curve restrictions prevented interchange with steam roads.

To offset rising costs of operation, passenger rates were advanced from 2¢ in 1907 to 3¢ in 1920, and freight rates a corresponding amount, remaining at this level until the end.

TRAFFIC CARRIED BY THI&E DURING RECENT YEARS

YEAR	PASSENGERS CARRIED	NET EARNINGS from ALL OPERATIONS
1920	29,391,226	\$ 1,510,722
1924	24,634,205	1,157,420
1925	24,055,029	1,058,181
1926	24,707,369	1,050,513
1927	22,748,604	1,045,155
1928	17,005,412	1,002,267
1929	15,965,845	1,311,227

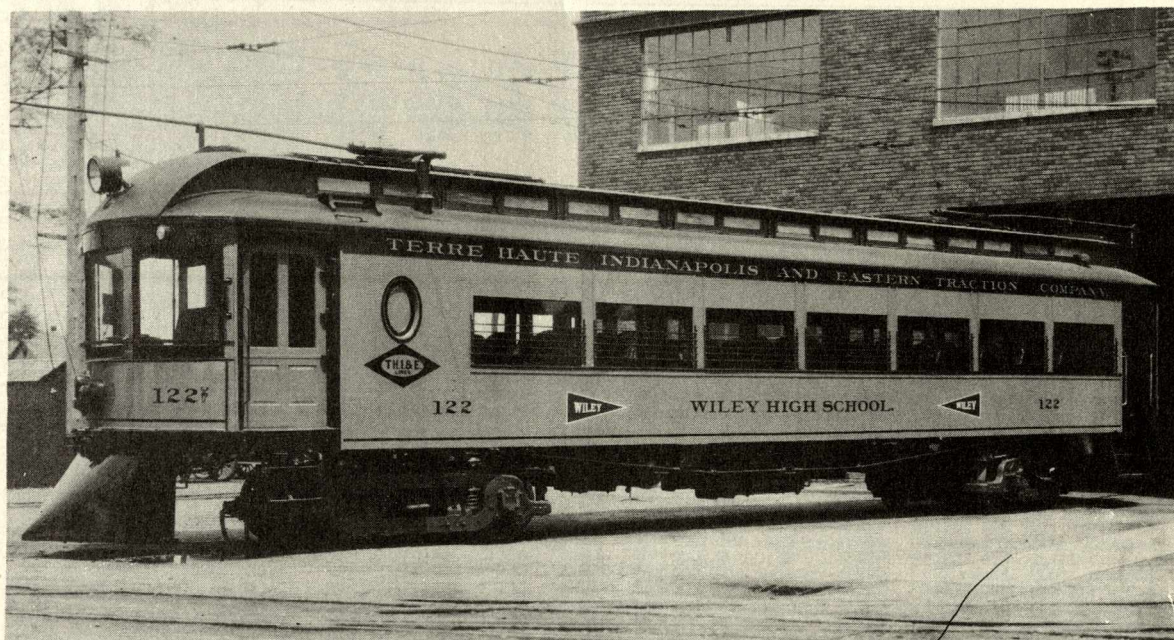
DECLINE & DISPOSITION: Glancing over the earnings column above one might wonder at the cause of abandonment, but it is to be remembered that from this figure must be deducted taxes, bond interest, rentals, and sinking funds, before dividends may be paid. Then too, the decline in passengers carried indicates a substantial decline in the demand for the railway service, due to the increased use of the private automobile and truck on public built highways. Separated statistics of the relative earnings from railway and utility operations and the relative decrease of city and interurban traffic (interurban passengers in 1920 were only 1/3 the total) are not at hand, but evidently the power and light business was flourishing while the railway was failing.

Late in the '20s consolidation plans for the creation of a vast traction property were developed, a sort of advance Indiana Railroad idea, with the company known by other names. At the same time, power and light operations were to be separated from the railways. Opposition to these plans developed a stalemate, however, and finally, in April 1930, Elmer W. Stout was appointed receiver to liquidate the property.

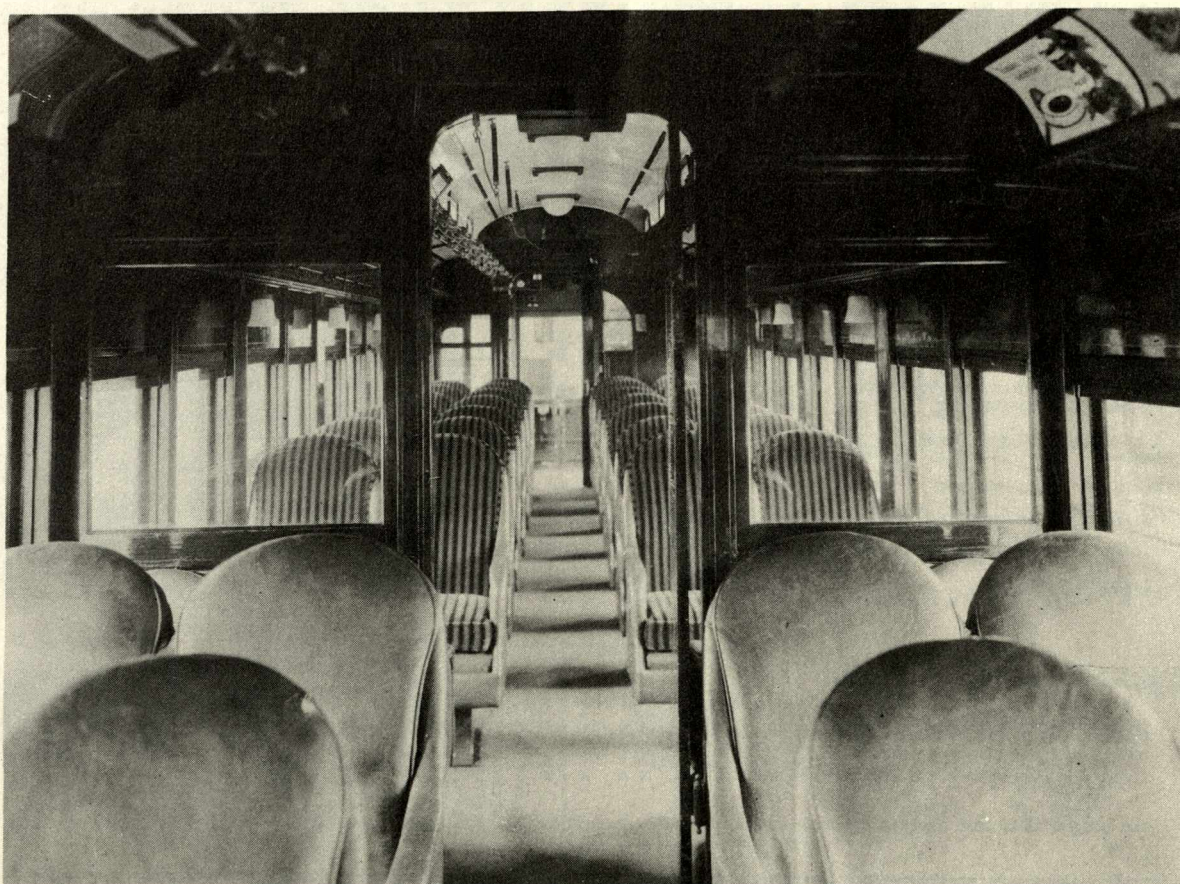
The receiver was able to consummate the consolidation idea quickly, albeit in a form different from the original. He first abandoned or petitioned abandonment of all but the Indianapolis-Terre Haute line (Indiana Railroad later altered a petition to retain the New Castle-Dunreith-Richmond portion) and then arranged the sale of the system to the Midland United Company. Supervision by Midland began July 1, 1931, who arranged disposition of parts of it to the Indiana Railroad and the Public Service Company of Indiana. In separate reorganization proceedings the Indianapolis city lines were turned over to the Indianapolis Railways.

Line and equipment were dismantled during 1933 and 1934, except for a few pieces of freight and service rolling stock that were retained by the Indiana Railroad. A few of the brick substation buildings, many miles of gravelike mounds, an occasional siding marker or stop sign are all that remain now of this great system.

**Terre Haute, Indianapolis and Eastern
TRACTION COMPANY**



THE STYLE OF CAR 122 IS TYPICAL
OF TH&E ALTHO MODERNIZATION WAS
CARRIED FURTHER THAN USUAL ON IT





TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.



CAR GROUP NO.	BUILDER	DATE	TRUCKS	MOTORS	CONTROL	WEIGHT CAPY	LENGTH O'ALL	WIDTH O'ALL	HEIGHT to roof	TRUCK CENTERS	NAME AND REMARKS
INTERURBAN PASSENGER MOTOR CARS - COMBINATION PASSENGER & BAGGAGE											
9	Laconia	1902	Brill 27f	GE57	K14	50,000	39' 0"	9' 0"	12' 3"	24' 0"	Retired at Terre Haute in 1928
20	Jewett	1903	P'khn 36b	GE73	M	80,000	61' 9"	8' 6"	12' 11"	38' 5"	Acquired 2nd hand 1925, believed from Aurora Plainfield & Joliet
21	Cincinnati	1907	BLW 78-35	W121a	ML Sp1	84,400	62' 2"	8' 10"	12' 11"	38' 5"	Had original green body color
22	Jewett	1907	P'khn 40a	GE73	M	80,000	57' 10"	8' 11"	12' 11"	34' 10"	Rebuilt 1925 "JAMES WHITCOMB RILEY"
											Original car 22 like group 1 was burnt and replaced by this car, believed former Cincinnati & Columbus Traction #16, rebuilt 1920
23	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 6"	8' 8"	12' 11"	38' 4"	Rebuilt 1927, "WHITEWATER"
24	Jewett	1903	P'khn 36b	GE73	M	80,000	61' 10"	8' 7"	13' 10"	38' 5"	Rebuilt, "SUGAR CREEK"
25	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	61' 8"	9' 0"	13' 0"	38' 5"	"SHORTTRIDGE"
26	Jewett	1903	P'khn 36b	GE73	M	80,000	61' 6"	8' 8"	13' 0"	38' 5"	Rebuilt "WEIDNER"
27	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 3"	8' 11"	12' 11"	38' 5"	"DEMAS DEMINO"
28	Jewett	1903	P'khn 36b	GE73	M	80,000	62' 6"	8' 5"	13' 10"	38' 0"	Rebuilt 1916 (& 1926?) "ANSON MILLS", equipped w/ bucket seats
29	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 3"	8' 11"	12' 11"	38' 5"	"HENDRICKS"
30	Jewett	1903	P'khn 36b	GE73	M	80,000	56' 6"	8' 8"	13' 6"	38' 5"	Rebuilt, "SAMUEL M. RALSTON" burnt about 1927.
31	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 3"	8' 11"	12' 11"	38' 5"	"PAUL DRESSER"
32	Jewett	1903	P'khn 36b	GE73	M	80,000	61' 3"	8' 6"	13' 1"	38' 5"	Had original green body color
33	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 6"	8' 8"	13' 1"	38' 5"	"FRANCIS VIGO"
34	Jewett	1903	P'khn 36b	GE73	M	80,000	61' 8"	9' 2"	13' 4"	38' 6"	"MARQUIS de LAFAYETTE"
35	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	61' 9"	9' 0"	13' 1"	38' 5"	"MANUAL"
36	Jewett	1903	P'khn 36b	GE73	M	80,000	61' 8"	8' 7"	13' 0"	38' 5"	Had original green body color
37	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	61' 8"	8' 10"	13' 0"	38' 5"	"DePAUL"
38	Jewett	1903	P'khn 36b	GE 73c	M	80,000	61' 4"	8' 8"	13' 1"	38' 5"	Had original green body color
39	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 0"	8' 9"	12' 11"	38' 5"	"WALNUT CREEK"
40	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 4"	8' 9"	13' 3"	38' 6"	"SAMUEL M. RALSTON"
41	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 4"	8' 11"	13' 0"	38' 5"	"EUGEN J. MCGOWAN"
42	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 4"	8' 8"	13' 4"	38' 6"	Had original green body color
43	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	61' 7"	8' 10"	13' 0"	38' 5"	"CHARLES C. REYNOLDS"
44	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 6"	8' 8"	13' 4"	38' 6"	"TIPPECANOE", rebuilt.
45	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 1"	8' 11"	12' 6"	38' 6"	"ELBERT B. PECK"
46	Laconia	1904	P'khn 36b	GE73	M	85,000	60' 6"	8' 9"	13' 4"	38' 6"	"BOONE"
47	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 2"	8' 11"	13' 2"	38' 5"	"BUTLER"
48	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 7"	8' 7"	13' 4"	38' 6"	Rebuilt, "INDIANA"
49	Cincinnati	1907	BLW 78-35	W121a	AB	84,400	62' 4"	8' 11"	13' 0"	38' 5"	"PUTNAM"
50	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 6"	8' 7"	13' 10"	38' 5"	Rebuilt, "CLINTON"
51	Jewett	1906	BLW 285	W304c	K34d	77,400	52' 8"	9' 3"	13' 7"	36' 1"	"GENERAL LEW WALLACE", was IC&W 101
52	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 10"	8' 8"	13' 2"	38' 6"	Rebuilt, "PURDUE"
53	Jewett	1906	BLW 285	W304c	K34d	77,400	52' 8"	9' 3"	13' 5"	36' 1"	Original green, was IC&W 102.
54	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 8"	8' 7"	13' 0"	38' 5"	Had original green body color.
55	Jewett	1906	BLW 285	W304c	K34d	77,400	52' 8"	9' 3"	13' 5"	36' 2"	Rebuilt, "WABASH", was IC&W 103.
56	Laconia	1904	P'khn 36b	GE73	M	85,000	60' 6"	8' 8"	13' 1"	38' 8"	Had original green body color
57	Jewett	1906	BLW 285	W304c	K34d	77,400	52' 11"	9' 3"	13' 4"	36' 1"	Original green, was IC&W 104
58	Laconia	1904	P'khn 36b	GE73	M	85,000	61' 4"	8' 8"	13' 4"	38' 6"	Had original green body color
59	Jewett	1906	BLW 285	W304c	K34d	77,400	52' 8"	9' 3"	13' 6"	36' 2"	"MAURICE THOMPSON", was IC&W 105
60	Cincinnati	1906	BLW 78-35	W121	AB	75,800	55' 10"	8' 10"	13' 3"	30' 1"	Orig. green, rebt. 1917, was 76.
61	Jewett	1906	BLW 285	W304c	K34d	77,400	54' 8"	9' 2"	13' 5"	36' 2"	Original green, was IC&W 106
62	Cincinnati	1906	BLW 78-35	W121	AB	75,800	55' 9"	8' 8"	13' 3"	30' 1"	Rebuilt 1917, "FLAT ROCK"
63	Jewett	1906	BLW 285	W304c	K64bra	77,400	58' 9"	9' 2"	13' 11"	36' 1"	Rebuilt, "BEN-HUR", was IC&W 201, limited car "ESTHER"
64	Cincinnati	1906	BLW 78-35	W121	AB	75,800	55' 10"	8' 8"	13' 0"	30' 1"	Rebuilt 1917 & 1926 "BRANDYWINE", had front end coupler, struck horse and was wrecked H&R, 1931
65	Jewett	1906	BLW 285	W304c	K34d	77,400	52' 7"	9' 1"	13' 5"	36' 0"	Original green, was IC&W 202
66	Cincinnati	1906	BLW 78-35	W121	AB	75,800	54' 6"	8' 8"	12' 11"	30' 11"	Rebuilt 1917, "WAYNE"
67	Kuhlman	1903	Std o8Op	W121a	AB	79,000	62' 10"	8' 7"	12' 9"	37' 9"	Rebt. 1910 & 1923, "EARLHAM", orig. control, motors & trucks replaced, body lengthened, was Indianapolis & Eastern Ry. #65
68	Cincinnati	1906	BLW 78-35	W121	AB	75,800	55' 8"	8' 8"	12' 9"	31' 0"	Drop platf. raised 1917, steel-plated 1926, had front end coupler, name "ROSE CITY"
69	Kuhlman	1903	Std o8Op	W121a	AB	79,000	62' 6"	8' 8"	13' 0"	37' 8"	Note as per car 67, was I&E #70, was derailed & wrecked 1923.
70	Cincinnati	1906	BLW 78-35	W121	AB	75,800	55' 10"	8' 8"	13' 0"	30' 10"	Rebt. 1917, "HANCOCK", was #78.
71	Kuhlman	1903	Std o8Op	W121a	AB	87,600	62' 6"	8' 8"	13' 0"	37' 8"	Note as per car 67, was I&E #80, name "GENERAL MEREDITH"
72	Cincinnati	1906	BLW 78-35	W121	AB	75,800	55' 6"	8' 8"	13' 0"	25' 11"	Rebt. 1917, 1929 "ROBERT I. TODD"
73	Kuhlman	1903	Std o8Op	W121a	AB	79,000	62' 6"	8' 8"	12' 11"	37' 8"	Note as per car 67, was I&E #85, name "NATIONAL OLD TRAILS"
74	Cincinnati	1906	BLW 78-35	W121	AB	75,800	62' 6"	8' 8"	12' 11"	30' 10"	Rebt. 1917, 1928 "GREEN FORKS"
75	Kuhlman	1903	Std o8Op	W121a	AB	78,000	62' 3"	8' 7"	13' 1"	37' 8"	Note as per car 67, was I&E #75, name "OLIVER P. MORTON"
77	Kuhlman	1903	Std o8Op	W121a	AB	79,000	62' 6"	8' 8"	12' 9"	37' 8"	Note as per car 67, was I&E #90, name "BLUE RIVER"
81	Jewett	1902	P'khn 36b	GE73	K34d	72,800	54' 9"	8' 6"	13' 6"	33' 0"	Rebt. '17, "CENTRAL NORMAL" was Indpls. & Martinsville R.T. #61.
83	Jewett	1902	P'khn 36b	GE73	K34d	72,800	54' 9"	8' 6"	13' 6"	33' 0"	Rebt. '17, "ABNER CREEK", was Indpls. & Martinsville R.T. #63.
110	Jewett	1908	BLW	GE73	M	70,000	53' 8"	8' 11"	13' 0"	32' 3"	Rebt. name "JOHN T. HAYS"
112	(Specifications identical to car 110)										Rebt. "INDIANA STATE TEACHERS' COLLEGE"
114											"GARFIELD HIGH SCHOOL"
116											"ST. MARYS OF THE WOODS"
118											"CHAUNCEY ROSE"
119	McGuire	1906	BLW	GE73	M	70,000	50' 0"	8' 5"	12' 0"	27' 1"	Rebt. "WILLIAM RILEY McKEEN"
120	(Specifications identical to car 119)										"GERSTMEYER TECH HIGH SCHOOL"
121											Rebt. "SYCAMORE"
122	Jewett	1908	Std o8Op	W333b4	HLF	75,000	53' 8"	8' 11"	12' 10"	32' 3"	Rebt. 1927, trucks, motors, and control replaced, had bucket type seats, "WILEY HIGH SCHOOL"
123	(Specifications identical to car 119)										Rebuilt, "MARIETTA GROVER"
124											"WILLIAM PENN"
125											Rebuilt.
148	Car bought 1930 from Cleveland Southwestern Ry. to replace burnt car #30, never rebuilt or used on THI&E.										

P'khn - Peckham Motor Truck Co. BLW - Baldwin Locomotive Works GE - General Electric Co.
W - Westinghouse Elec. & Mfg. Co. Std. - Standard Motor Truck Co.
McGuire - McGuire-Cummings Mfg. Co. A & F - American Car & Foundry Co.
Barn & Bath - Barney & Smith Car Co. Taunton - Taunton Locomotive Works.



TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.



CAR GROUP NO.	BUILDER	DATE	TRUCKS	MOTORS	CONTROL	WEIGHT CAPY	LENGTH O'ALL	WIDTH O'ALL	HEIGHT to roof	TRUCK CENTERS	REMARKS	
INTERURBAN PASSENGER TRAILER CARS												
10	Cincinnati	1903	Peckham	trail	none	36	39' 1"	8' 7"	12' 4"	17' 4"	Name "AMY", used mainly with car 122; bought from Leb. & Thorn.Tr.	
200-203	Danville	1906	BLW 746	trail	none	45,800	44	46' 8"	9' 2"	12' 8"	Originally Indpls.Crawfordsville & Western Tr. Co. 301 - 304.	
204-207	Jewett	1902	BLW	trail	none	49,800	49	46' 6"	8' 7"	13' 1"	Originally Indianapolis & Martinsville Rapid Transit Co.	
BUSINESS (OR PARTY) INTERURBAN PASSENGER MOTOR CAR												
600	Cincinnati	1911	Std 080p	W303a	HL	85,000	23	60' 2"	9' 0"	13' 1"	36' 6"	Front and rear solarium observation
SUBURBAN PASSENGER MOTOR CARS (Used on Terre Haute Division Interurban Lines)												
101	Indpls St Ry	'06	BLW F	W101b	K10	42	41' 1"	7' 9"	11' 11"	15' 9"		
103	Indpls St Ry	'06	Laconia 7b	W101b	K11	42	41' 1"	7' 9"	11' 9"	17' 6"		
104	Jack. & Sharp	'02	Brill 27g	W12a	K12	55	42' 3"	7' 10"				
105												
108-109												
113, 117	Stephenson	1903	St Louis	W101b	K14	56	44' 8"	8' 5"	11' 6"	22' 1"		
126, 128	Jewett	1902	Brill	W12a		55						
132, 134, 138												
402	Indpls St Ry	'06	BLW F	W101b	K11	42	39' 7"	7' 9"	11' 8"	15' 9"		
458	Cincinnati	1917	BLW			48					Arch roof steel car.	
INTERURBAN FREIGHT MOTOR CARS												
						(Tons)				TYPE CAR	FORMER	BECAME
126	Jewett	1903	Std C80p	GE73c	1-K64	30					Box I&NW #1	IR #706
127	Jewett	1903	Std C80p	GE73c	2-K64bra	66,800	30	50' 1"	8' 7"	13' 4"	29' 7"	Stock #12
128	Jewett	1902	P'kkm 36b	GE73c	1-K24d	75,000	30	50' 4"	8' 7"	13' 3"	28' 5"	Box #3
129	Jewett	1902	P'kkm 36b	GE73c	1-K64bra	65,000	30	50' 4"	8' 7"	13' 3"	28' 4"	Stock #4
130	Cincinnati	1906	P'kkm 36b	GE73c	1-K64bra	72,000	30	51' 0"	8' 6"	12' 10"	28' 9"	Box #5
131	Cincinnati	1907	BLW 78-35	W121a	1-AB	75,000	30	50' 8"	8' 8"	12' 8"	29' 6"	Box #6
132	(Specifications identical to car 131)											IR #707
133	Kuhlman	1904	BLW 78-35	GE73	1-K64bra	70,000	30	49' 7"	8' 5"	12' 7"	28' 10"	Box #7
134	Cincinnati	1906	BLW 78-35	W121	2-K64bra	75,000	30	50' 9"	8' 7"	12' 7"	28' 10"	Box #8, later 210.
135	Cincinnati	1906	P'kkm 14	GE73c	2-M	65,000	30	50' 5"	8' 6"	12' 7"	30' 0"	Box #9, later 220.
136	Cincinnati	1910	Std. C80p	W121	2-AB	78,000	30					Stock From Cin. & Cole. Tr. Co. 1918
137	Jewett	1906	BLW 285	W304c	1-K34d, and 1-K64bra	70,000	30	50' 5"	8' 11"	12' 10"	31' 4"	Box IR 718, later 773
138	(Specifications identical to car 137)											Stock ICAW #51
139												
140	A C & F	1922	BLW	GE73c	2-HL	60,000	30	56' 6"	8' 4"	12' 6"	31' 6"	Stock ICAW #52
141	A C & F	1907	BLW	W101b	2-K14		20	43' 10"	8' 8"	12' 10"	26' 5"	Box
142	A C & F	1919	BLW	W101b	2-K14	60,000	20	41' 9"	8' 9"	12' 9"	26' 5"	Wreck. Former Box motor.
143	(Specifications identical to car 142)											Box
144	A C & F	1907	BLW	W101b	2-K14	60,000	15	40' 0"	8' 6"	12' 6"	26' 2"	Box
150	Jewett	1906	Std C80p	W333vd	1-HL	78,900	15					Box ICAW
151	Jewett	1906	P'kkm 40a	GE73c	2-K64bra	67,000	30	50' 6"	8' 11"	12' 5"	31' 11"	Stock CACT #100
152	Jewett		BLW 78-35	W121a	1-K64bra	65,000	15	48' 3"	8' 6"	13' 3"	26' 0"	Wreck. Ex. box. IR #1151
153	Jewett	1903	P'kkm 36b	GE73c	1-K64bra	74,000	30	57' 4"	8' 10"	12' 0"	34' 10"	Former THIAE #79 Pass. motor.
154							15					Box I&NW #10
												IR #705
LOCOMOTIVES AND WORK EQUIPMENT (Also freight motor cars in contiguous number series)												
155	T H I & E	1900	Arch bar	Trail	None		19' 4"	9' 0"	12' 8"	10' 9"	Snow plow	
175	Cincinnati	1912	Std C80p	GE73c	1-K34d	83,600	45' 4"	9' 2"	11' 7"	25' 0"	Work loco. cab one end.	
176	T H I & E	1911	Barn & Smith	GE73	1-K4	82,000	40' 10"	8' 8"	11' 10"	23' 7"	Work loco. cab one end.	
177	T H I & E	1913	P'kkm 14b	GE73	1-K64, 1-L4		38' 10"	8' 8"	13' 1"	23' 0"	Line car.	
179	T H I & E	1911	Std 050	W93a	1-HL	60,880	30' 6"	9' 7"	12' 0"	17' 6"	Loco. Was THIAE #3. Sold to West. Indiana Gravel Co.	
181	McGuire	1913	St Louis	W93a	2-M	60,000					Line car.	
182	A C & F		St Louis	W38b	2-						IR #770	
183	T H I & E	1915	St Louis	W93a	2-K14						Box motor.	
184	McGuire	1907		2-W38b	2-K11		28' 6"	7' 2"	10' 9"		Center cab work motor.	
185	Taunton	1898	Taunton	2-W38b	2-K10						Single truck sweeper. IR #1172	
189	Lew. & Fowl	1898	McGuire	2-W38b	2-K10						Single truck snow plow.	
190	A S & I	1902	P'kkm	GE73	2-K35	50,000	25' 11"	6' 6"	10' 3"		Single truck sweeper. IR #1173	
191	St Louis	1902	BLW	W303	2-K34d	65,000					Line car.	
192	T H I & E	1920	Std	W333	2-HL	86,530					Line car.	
193	T H I & E	1920	P'kkm 36b	GE73c	1-K34	67,400					Locomotive	
195	T H I & E	1923	Std 23a	W101b	1-K64bra	63,900	40' 0"	8' 7"	12' 5"	16' 9"	Work motor	
196	T H I & E	1927	BLW	W121	2-HLBF	89,800	38' 10"	9' 1"	12' 0"	22' 7"	Center cab loco.	
198	T H I & E	1910	Std 050	2-W101b	2-K11		35' 6"	9' 2"		17' 8"	Steeple cab loco.	
450	T H I & E		BLW	W-93a	2-HL		37' 6"	8' 0"	11' 3"	18' 2"	IR #753	
											Welding motor	
											Stock motor	
FREIGHT TRAILER CARS												
39	Box cars numbered:	222-249, 438, 1700-1709.										
39	Stock cars numbered:	252, 253, 282, 285, 400-427, 451-457.										
12	Side dump cars numbered:	350-361.										
4	Center dump cars numbered:	264-267.										
2	Dump cars numbered:	277, 298.										
18	Flat cars numbered:	250, 251, 254-258, 261, 268-270, 273, 278, 279-281, 283, 284.										
11	Side dump ballast cars numbered:	286-296.										
2	Cinder cars numbered:	259-260.										

RECAPITULATION OF EQUIPMENT:

74 Interurban passenger motor cars
9 Interurban passenger trailer cars
16 Suburban passenger motor cars
27 Interurban freight motor cars
16 Motor and one trail work cars
127 Freight trailer cars
268 (For city cars see page 9)

SUPPLEMENTARY NOTES ON CONTROL:

(Master controllers used with various types of contactor groups.)
GE Type M on group 1 - C6
" M " 8, 9 also car 181-028
" M on car 135 - 1-C6 and 1 G-120
W Type AB on all types - 12b
" HL on car 140, 450 - 15B
" HL on car 600, 179 - 189d2
" HL on car 21 - 15B2
" HL on car 122 - 15B3
" HHL on car 196 - 337D

GEAR RATIOS:

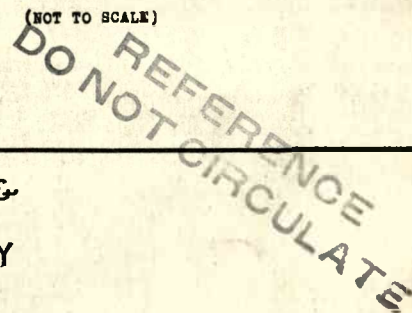
GE 73 motors (75 hp.) 24:51 W304c motors (90 hp.) 24:63
W121a " " 24:51

AIR BRAKE EQUIPMENT:

Standard engineer's valve: M-15C (Group 3 and 5 had M-22 valves)
Standard compressor: Westinghouse D220 or General Electric CP-28
Standard triple valve: M2a or M2b. Standard governor WABCO type J.
Standard size of brake cylinder: 14" x 12".

MODERNIZATION PROGRAM:

The program of car modernization, including steel annealing, new style sheet steel pilot, new headlight arrangement (see cover), improved ventilation, orange and black color scheme with car names as well as numbers was begun in 1924 and nearly finished by 1930. The names chosen were representative of the territory served, its institutions, noted persons, and streams. Deceased executives of the company were also thus honored.



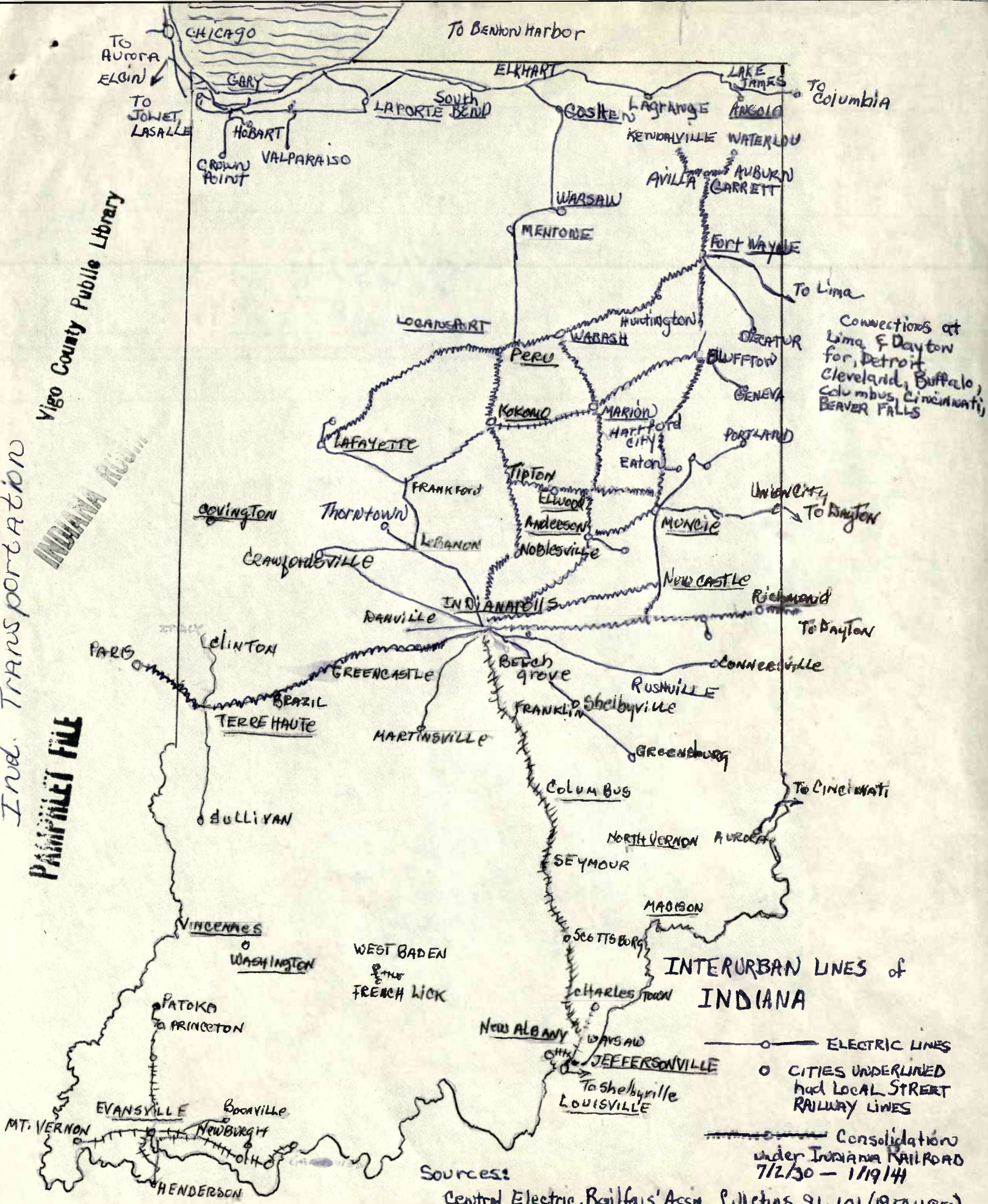
A CONNECTIONS

Ind. Transportation

Vigo County Public Library

INDIANA RAILROAD

PAMPHLET FILE



Sources:

Central Electric Railroads' Assn. P. 11, 101 (1950; 1955)
Galloway, Interurban Lines of Indiana (1937)
Interurban Trails (E. Ohio Ch. News) 1945

INDIANA RAILROAD

1

Became a corporate entity 2 July 1930, operating electric railway lines in central and southern Indiana. Last electric passenger rail service 19 January 1941 (Indianapolis-Seymour). Last electric (freight) rail service 30 Apr. 1942 (Binkley Mine - CMS&P&P, Terre Haute). Ceased to function as an operating corporation sometime during 1960s (bus and truck).

Predecessor lines:

Indiana Service Corporation

Lafayette-Logansport-Peru-Wabash-Fort Wayne
Marion-Bluffton-Ft. Wayne-Garrett-Kendallville/Waterloo

Northern Indiana Power Company

Frankfort-Kokomo-Marion

Union Traction Company of Indiana

Indianapolis-Noblesville-Tipton-Kokomo-Logansport/Peru
Indianapolis-Anderson-Alexandria-Jonesboro-Marion-Wabash
Indianapolis-New Castle-Muncie-Eaton-Hartford City-Bluffton
Anderson-Muncie
Tipton-Elwood-Alexandria
Jonesboro-Gas City

Terre Haute, Indianapolis & Eastern Traction Company

Paris (Ill.)-Terre Haute-Brazil-Greencastle-Indianapolis-Dunreith-
Richmond
Dunreith-New Castle

Interstate Public Service Company (later Public Service of Indiana)

Indianapolis-Franklin-Columbus-Seymour-Scottsburg-Sellersburg-
Watson-Jeffersonville-Louisville (Ky.)
Watson-Charlestown
Jeffersonville-New Albany
New Albany-Louisville (KY.)

Richmond-Dayton (Ohio)

Bought from Dayton & Western Ry.

Ft. Wayne-Lima Railroad

Operated in conjunction with Indiana Railroad but ^{retained} ~~remained~~ as a corporate entity by Indiana Service Corporation.

Only remaining operating remnant of former Indiana Railroad is Southern Indiana Railway, providing freight service for cement plant between Speeds and Watson.

After Indiana Railroad ceased electric rail passenger service 19 January 1941 (Indianapolis-Muncie-New Castle-Ft. Wayne; Indianapolis-Seymour), Public Service of Indiana took over operation of the Indianapolis-Seymour line. PSI passenger service continued until 6 September 1941.

Indiana railroad inherited from Terre Haute, Indianapolis and Eastern Traction Co. the local street car system in Terre Haute. IRR continued to operate this property until 3 June 1939. Indiana Railroad discontinued rail passenger service into Terre Haute 11 January 1940.

Factors that hastened the decline of the electric interurban in Indiana (generally applicable to the United States as well):

1. Increased use of the private auto, the jitney bus and the motor truck.
2. Generally poor safety record.
3. Physical plant facilities (powerhouses, track) that required heavy capital outlays if these were to be modernized.
4. Track and routes that were impeded by the growing motor traffic (center-of-town-through-villages-to-center-of-town operation).
5. Freight traffic mainly confined to on-line service with little interchange with (then) steam railroads. (Sharp curves and steep grades would not permit railroad freight cars to be used on most interurban trackage).
6. Public Utility Holding Company Act (U.S. Congress 1935) forced separation of power and railway operations held by holding companies. Railway operations were sold and new owners were all too often happy to convert to bus operation.

THE SULLIVAN INTERURBAN LINE

For an ideal ride go down Sullivan way over the line of the Terre Haute Traction Company to the capital of Sullivan County. The line is to be open to electric traffic this Sunday morning and is now receiving the finishing touches. A Tribune staff representative was privileged the other day to make a trip over the entire line, going to Shelburn on the trolley car and taking the steam construction train the remainder of the distance. The trip was so enjoyable that it is safe to predict that the Sullivan Line will prove the most popular electric line running out of Terre Haute.

Through Fine Country

Past fields of grain, newly cut, past great stretches of corn lands and wide-spreading pasture fields, past farm houses of the modern type and through villages teeming with the activity of the western Indiana town one literally flies in those high speed cars that eat up the steel at the rate of nearly a mile a minute on the straight stretches.

Twenty-eight miles of ballest track with only three or four curves of any moment, and with only one grade with more than one and a half per cent, is the story in steel, wood and gravel which has been turned over by the Columbia Improvement Company.

To Farmersburg the road has been used for about six months, For a few months less the the cars have been running to Shelburn.

It would be difficult to find a finer piece of trolley line in Indiana than that between Terre Haute and Sullivan.

South from Shelburn the trolley line runs straight as can be seen from the observation smoker in the front of the heavy modern type cars.

Just north of Sullivan where the line where the line crosses the farm owned by C. W. Welman, owner and editor of the Sullivan Times, the line swerves to the west for about two city blocks in order to make the entrance on Court Street of Sullivan. Here the curve is inclined to sharpness but the grading is so carefully laid that the cars will be able to take it without any cessation of speed.

This work was done by workers of the Columbia Improvement Company and the ballast for the grading was hauled by a work train, consisting of a steam locomotive and three flat cars. The proximity of the Evansville & Terre Haute Railroad to the Sullivan line was made good use of in the construction of the latter. Cutovers from the traction line to the railroad were made and put to good use for bringing in the ballast, the hard oak ties and the same weight rails used by the E. & T. H. R. R. - 72 pounds to the yard. The single line system of trolley poles is used, the poles carrying in addition to the trolley wire, two high tension lines or wires for the running of the dynamos in the power stations, and a "feed" wire. The "feeder" is an insulated wire, providing a great saving in electricity.

Aside from a few short stretches, the right of way between Terre Haute and Sullivan was purchased outright by the Traction Company. The exceptions are found for a mile south of Hulman Street, where the line follows the highway, and the small towns through which the road passes. Here the franchises were granted by the commissioners of the counties in which the line is laid.

THE SULLIVAN INTERURBAN LINE (cont'd)

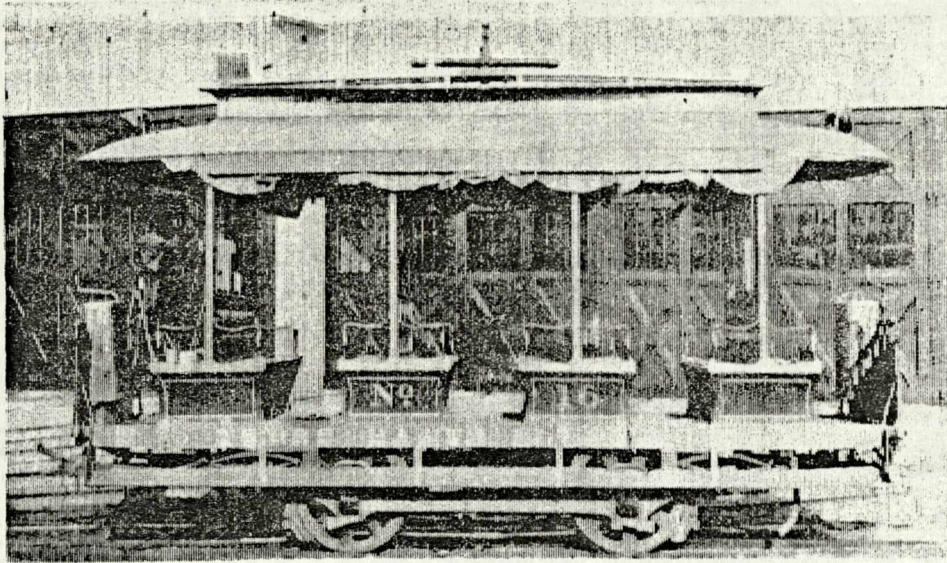
The Terre Haute to Shelburn service has been carried on with two cars of modern type, built by the McGuire-Cummins Manufacturing Company of Paris, Illinois. These cars, the #119 & the #121 are sixty feet in length, each car is equipped with four (4) General Electric motors, making the total weight of the interurban car 71,700 lbs. Each car has a carrying capacity of 62 passengers plus a crew of two men. Two additional cars of the same type have been ordered to provide service for the Sullivan traffic. Through traffic on the Sullivan Line will start on Sunday morning June 24, 1906.

The line will enter Sullivan on Court Street and terminates at the court house square. A passenger station will be built later. Court Street is one of the finest streets of the city.

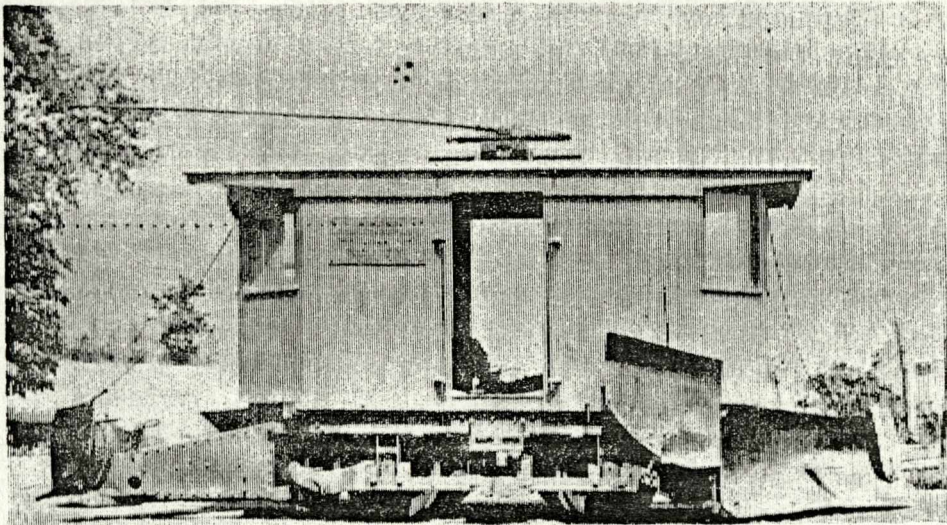
Three squares north from the Davis House is a power sub-station and freight house of the traction company, to which a spur track will be built at once. An immense generator of 300 K.W. built by the National Electric Company is driven by the general power station in Terre Haute the current being carried on high tension wires. This is the second power sub-station on the Line. The other being at Farmersburg. These sub-stations were necessary because of the 26 miles Terre Haute to Sullivan.

The sub-station and the freight house are housed in one building of brick construction and is well back from the street. The sub-station is in the west part of the building while the more commodious east part will be the freight station. The freight cars will be run to the south side to unload and pick up freight and will not interfere with the business part of town. Freight cars through to Sullivan starts Monday August 13, 1906. They will not operate on a regular time schedule and are not to interfere with interurban passenger traffic.

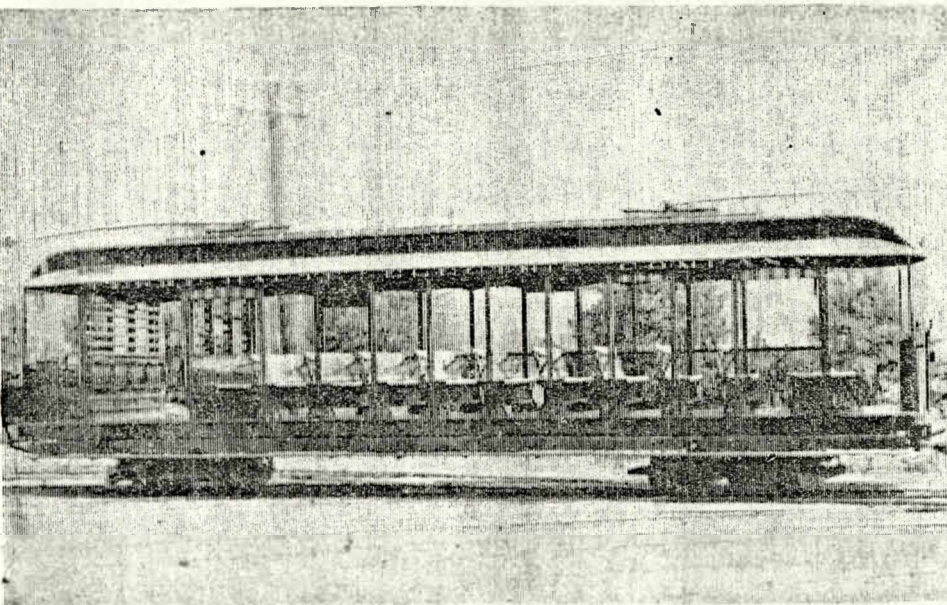
According to the time table the official distance from Terre Haute to Sullivan is 26.3 miles. The chief stations along the line in order of their position from Terre Haute are The Forks, Youngstown, Pimento, Farmersburg, Shelburn and the terminal at Sullivan. In addition to these the cars stop at road crossings on signals. An hourly schedule is maintained between Terre Haute and Shelburn and the same will be maintained between Terre Huate and Sullivan when through traffic is established.



ONE OF ORIGINAL-TYPE ELECTRIC STREETCARS—This is one of the "horsecars" rebuilt for electric traction in 1892 by the Terre Haute Street Railway Co. Cars like this were removed from service about 1908, and replaced by closed vehicles.



STREETCAR SNOWPLOW OF YESTERYEAR—When heavy snow clogged streetcar routes, men were dispatched with machines like these to clear the way. The vehicle ran in either direction.



TERRE HAUTE ELECTRIC SUMMER CAR—Oldtimers will tell you what a thrill it was to travel in open summer cars. This car boasted a baggage compartment, folding benches, air brakes and a chime whistle.

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REFERENCE
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TH Street Car

Continued From Page 67.

to the end of the line and back before going to the car barns. Two men operated the cars (a motorman and a conductor). One-man operation was put into effect on most of the lines about 1922 and this continued until the demise of the car-line. Interurbans, however, continued to operate with a motorman and conductor.

The Terre Haute Street Railway Co. received its charter from the city on March 20, 1866, and started operation of a line from Union Station to 1st St. a year later.

At first, only two cars were put on but more equipment was added later. Mules were used to supply the motive power in the earliest days of the streetcar system.

Electrification Noted

The Gazette says the local system was electrified in the fall of 1890, with the first electric car starting operation in January of the following year.

However, "Electric Railroads of Indiana," by Jerry Marlette, published in 1959 by the Indiana

Council for Local History, lists local electric service as starting Jan. 6, 1892.

In any case, the inception of electric service marked the beginning of an important epoch in the history of Terre Haute's public transportation business.

The Gazette article, quoting from the publication, Street Railway Review, said of the local system:

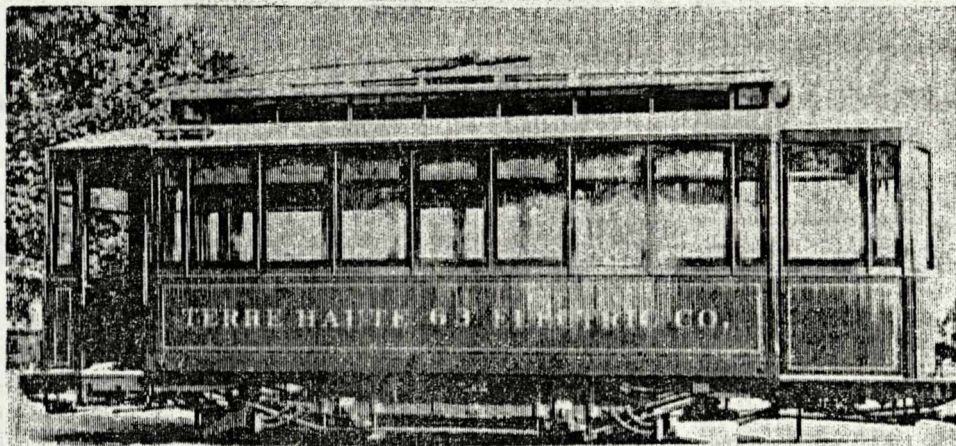
"As far as track work and paving are concerned, it is safe to say that Terre Haute has the most beautiful street railway streets in the world."

But all this came to an end early one Sunday morning in 1939 when the clang of iron wheels, the rattle of the current feeder over suspended wire, and the jarring bump of the old streetcars gave way to a new motorized bus operation.

It was on June 4 that year when the last three streetcar lines—S. 7th St., N. 19th St. and Wabash Ave.—made their final runs, ending the streetcar era in this area.

The system was declared abandoned Oct. 31, 1939.

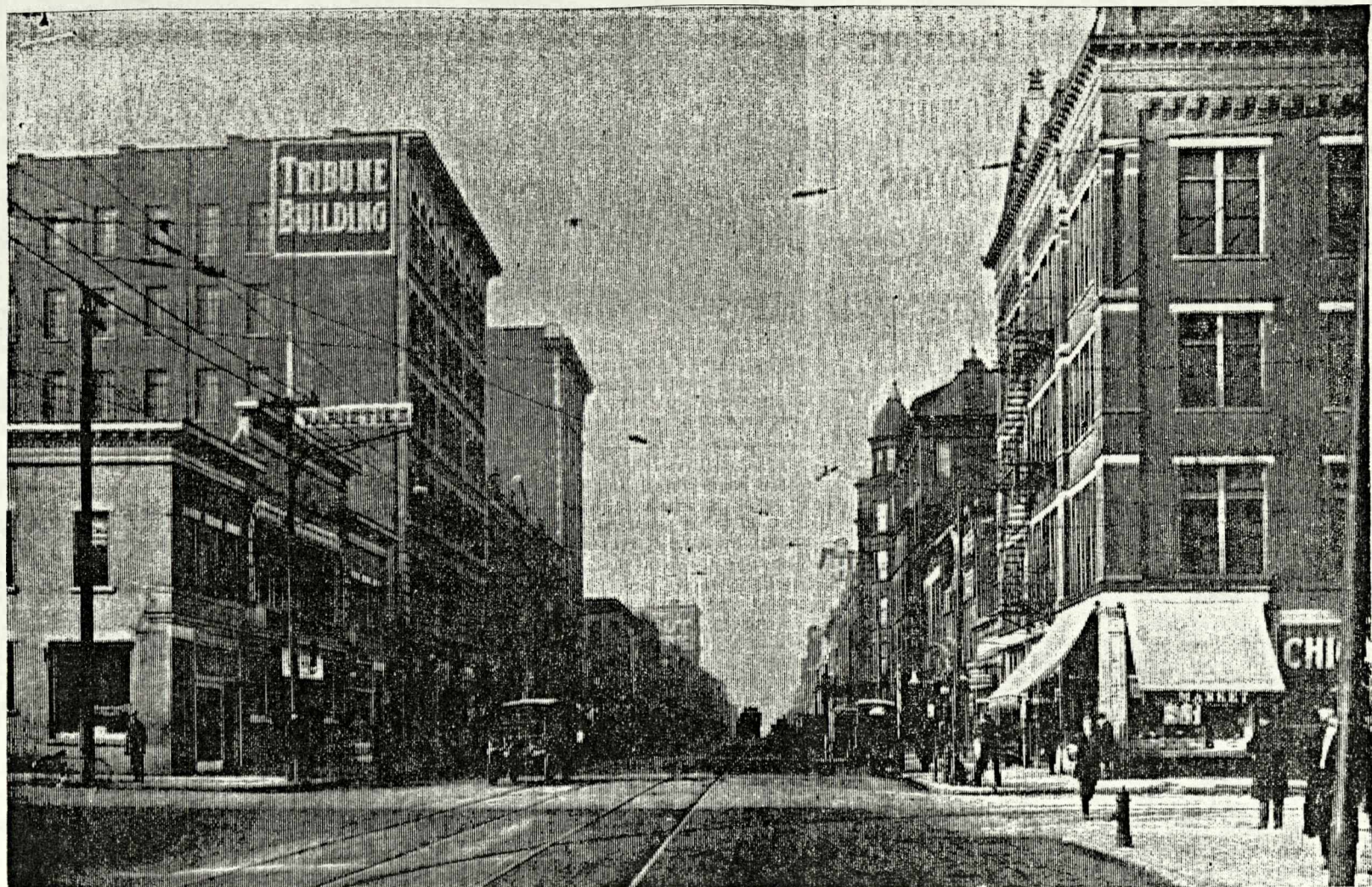
Photo by Martin.



THE OLD NO. 63—This is one of the more modern types of streetcars used by the Terre Haute Traction Co. during the booming days of electric traction a half century ago.

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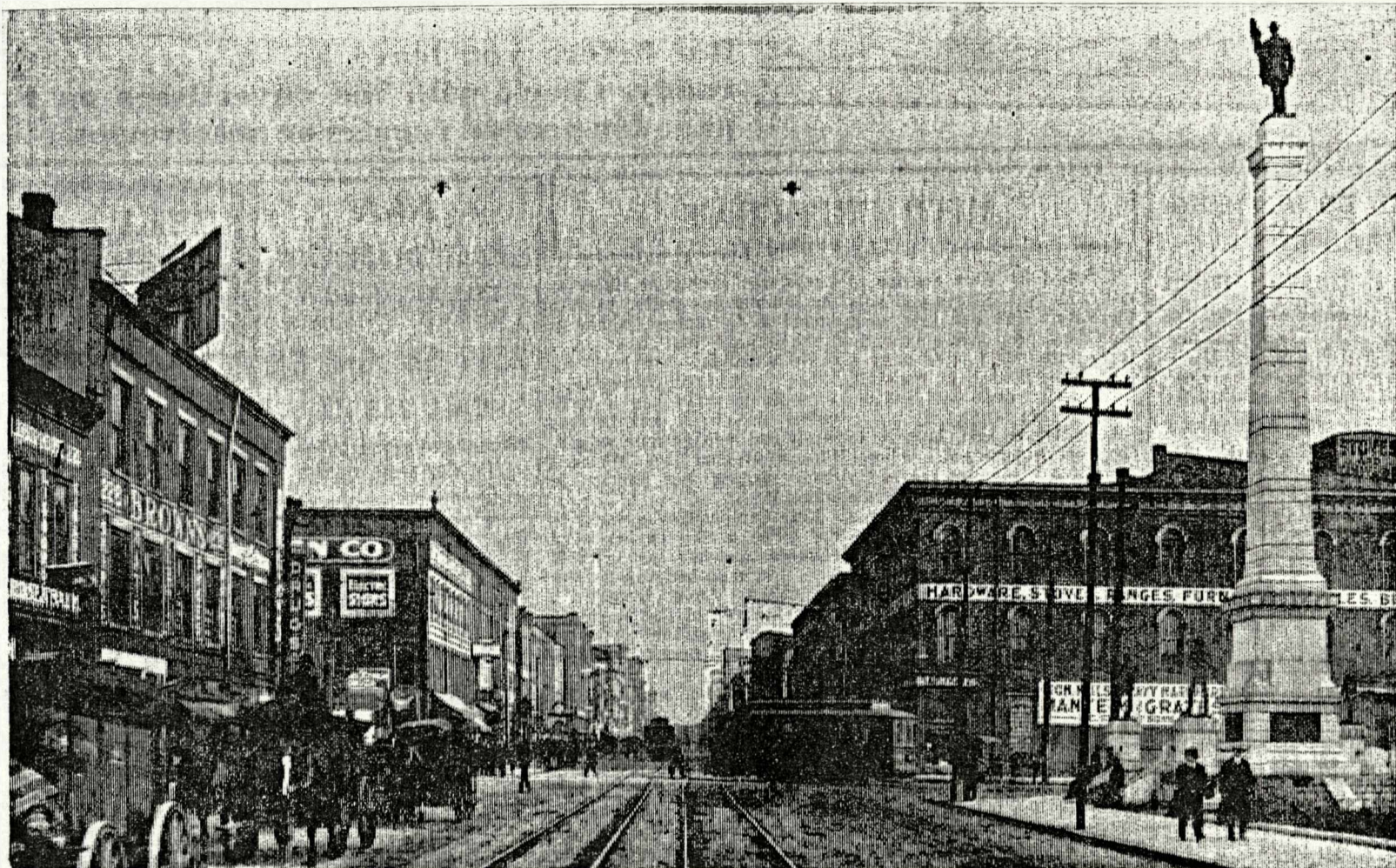
VIEW OF WABASH AVENUE, LOOKING WEST FROM EIGHTH STREET

Trolley Tracks Shown in Center of Street in This 1915 Photograph

Photo by Martin.

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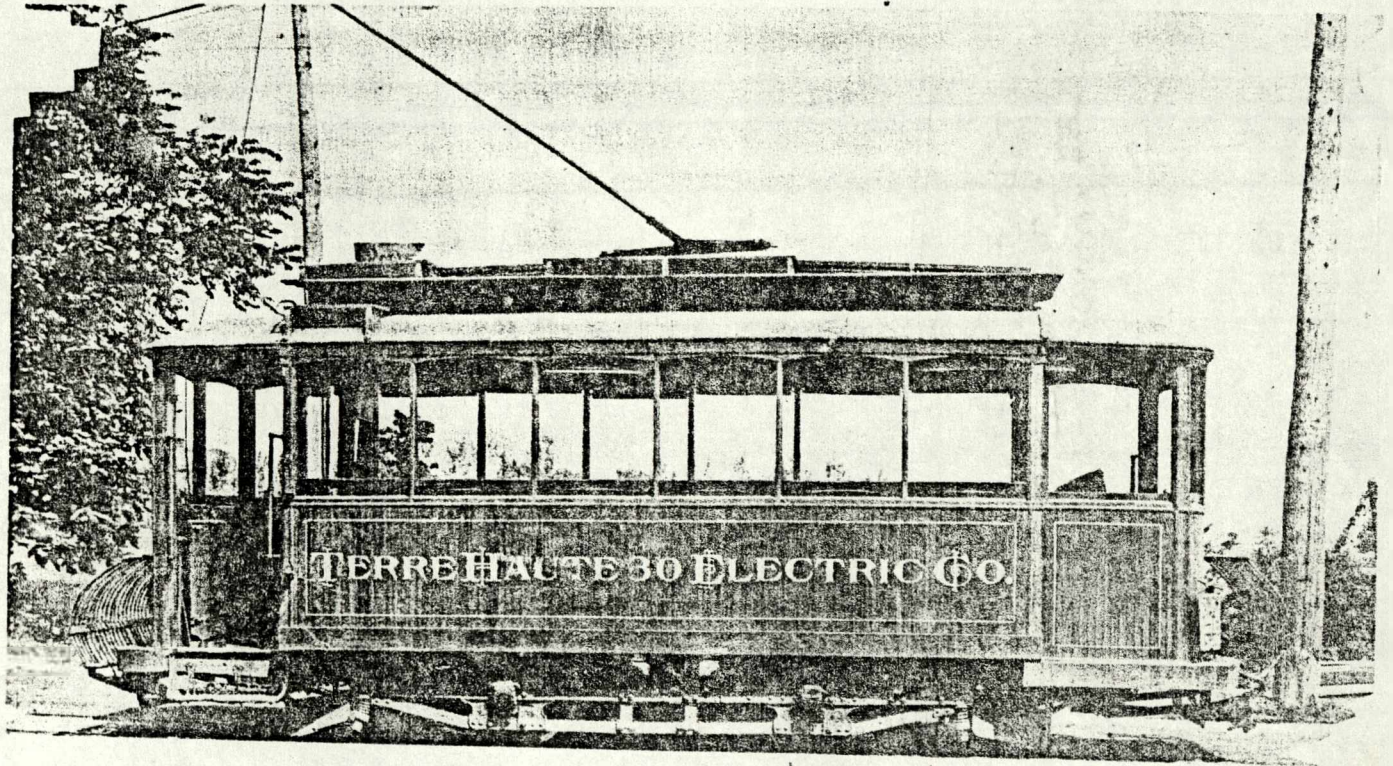
STREETCARS MOVE THROUGH DOWNTOWN AREA IN THIS 1915 PHOTO

View Looks West From a Point in Front of the Vigo County Courthouse

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CIRCULATE

AN ALBUM OF



Street Car (W. V.)

EARLY TERRE HAUTE STREET CARS

*from the collection of
W. C. TWIGG*

Bulletin 61—
May 1945

PUBLISHED BY THE
CENTRAL ELECTRIC RAILFANS' ASSOCIATION

Special Collection

REFERENCE
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AN ALBUM OF EARLY STREET CARS OF TERRE HAUTE

Illustrations from the collection of W. C. Twigg.

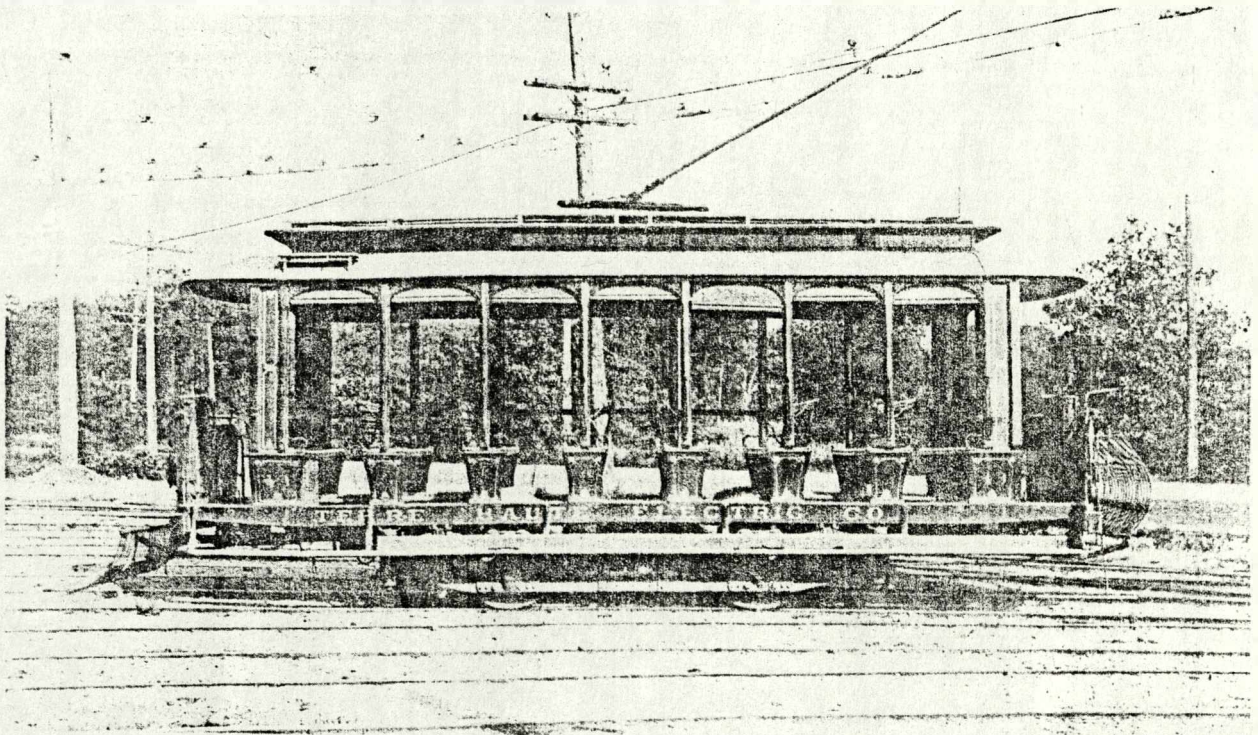
Published by the Central Electric Railfans' Association
1240 Edison Building, Chicago 3, Illinois

On March 25, 1907, the Terre Haute Indianapolis & Eastern Traction Company (cf. CERA Bulletin 30, Nov. 1941) leased for a term of 999 years the Terre Haute Traction & Light Company. This company had, in 1904, effected a consolidation of the Terre Haute Electric Company and the Terre Haute Electric Traction Company. It owned the street car and electric lighting system of Terre Haute, street car lines in Brazil, Clinton and West Terre Haute, and interurban rail lines from Terre Haute to Brazil, Clinton, Sullivan (Indiana) and to Paris (Illinois).

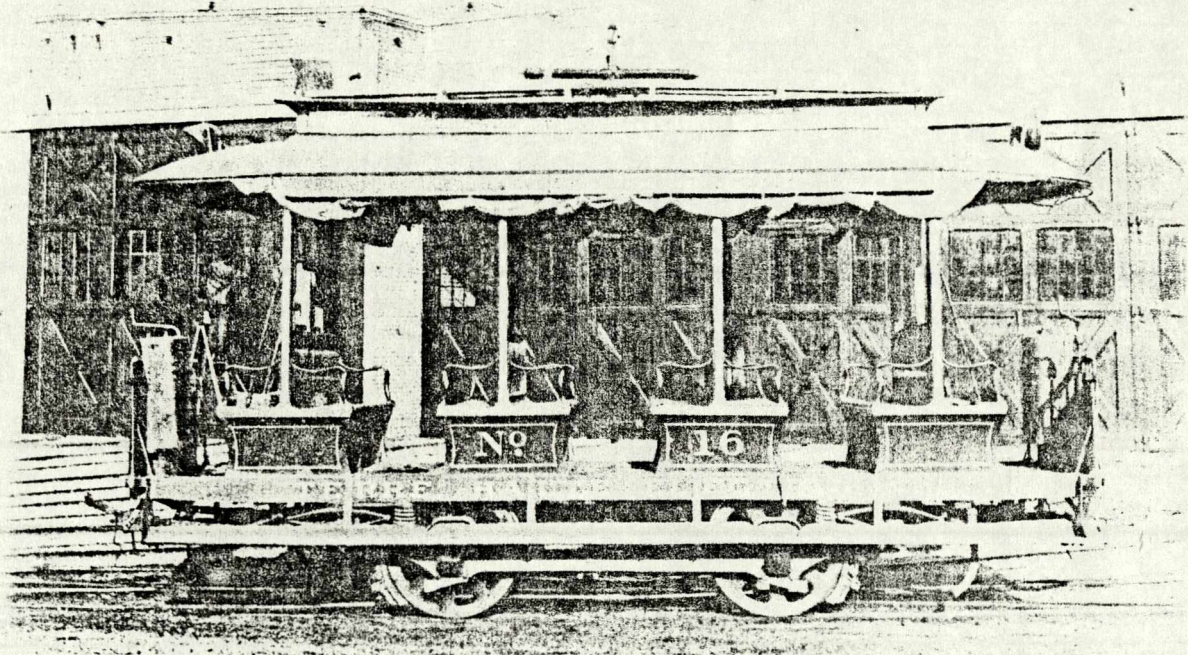
It served about 100 miles of track with more than 100 city and interurban cars and was quite a booming center of street railway activity in the early 1900s. Terre Haute had grown from a population of about 37,000 in 1900 to 58,000 in 1910. (Today it is about 63,000.) The traction company also served the city with electric light and steam, and right in the thick of it steadily since 1901 you would find W. C. Twigg. From his outstanding collection of early Terre Haute history, CERA has been fortunate in obtaining much of the material for this bulletin. The pictures are from a general survey of equipment made during 1908, and the roster, showing some obvious loopholes and blanks, is based on the same survey.

BULLETIN 61
May 1945.

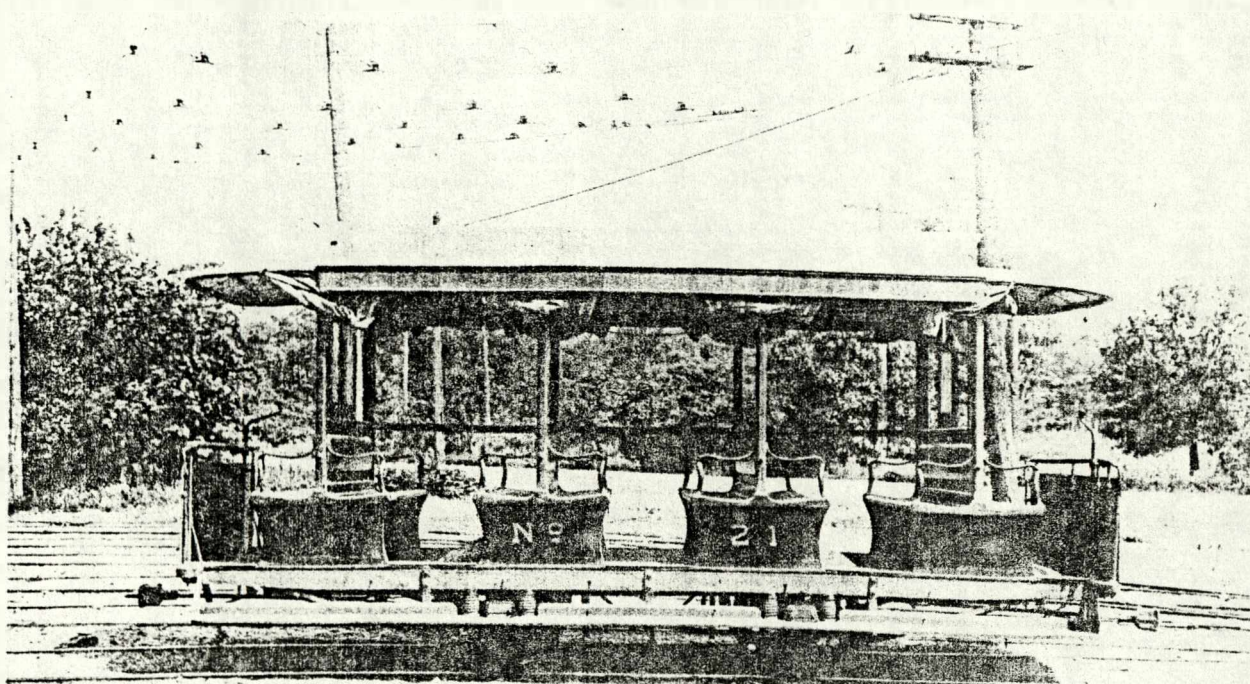
George Krambles, Publication Director,
Central Electric Railfans' Association

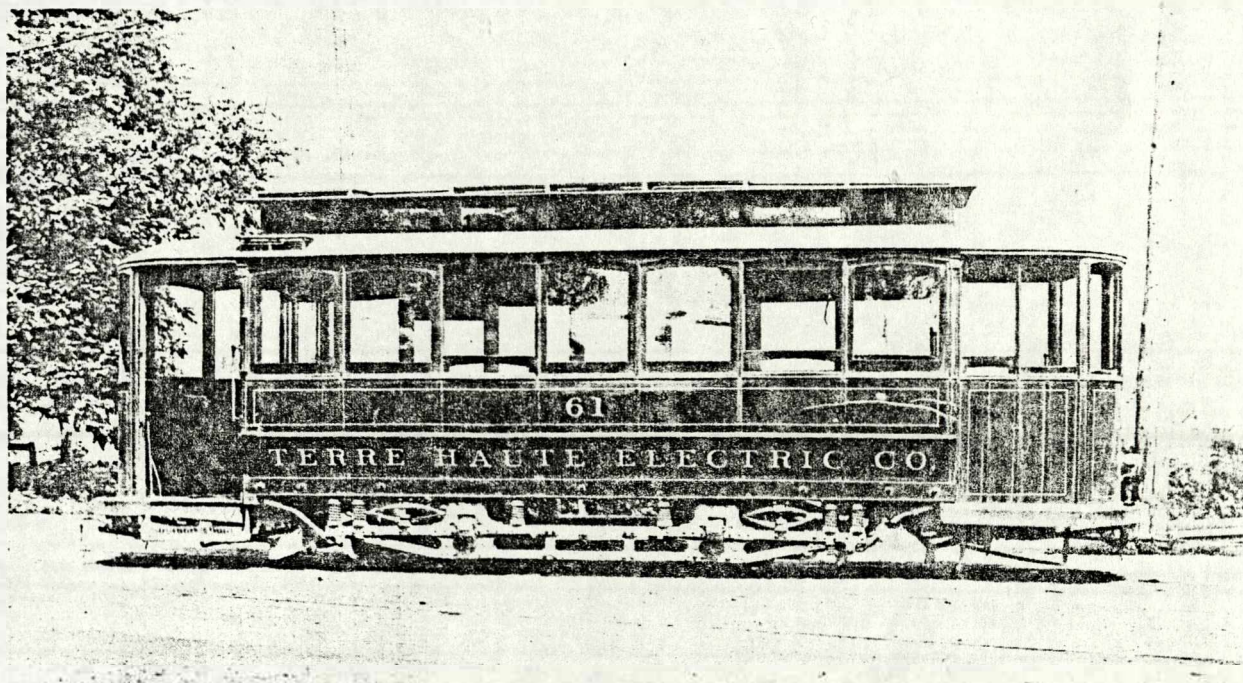


This classy Pullman, later renumbered 96, was a handsome addition to the streets of Terre Haute at century's turn.

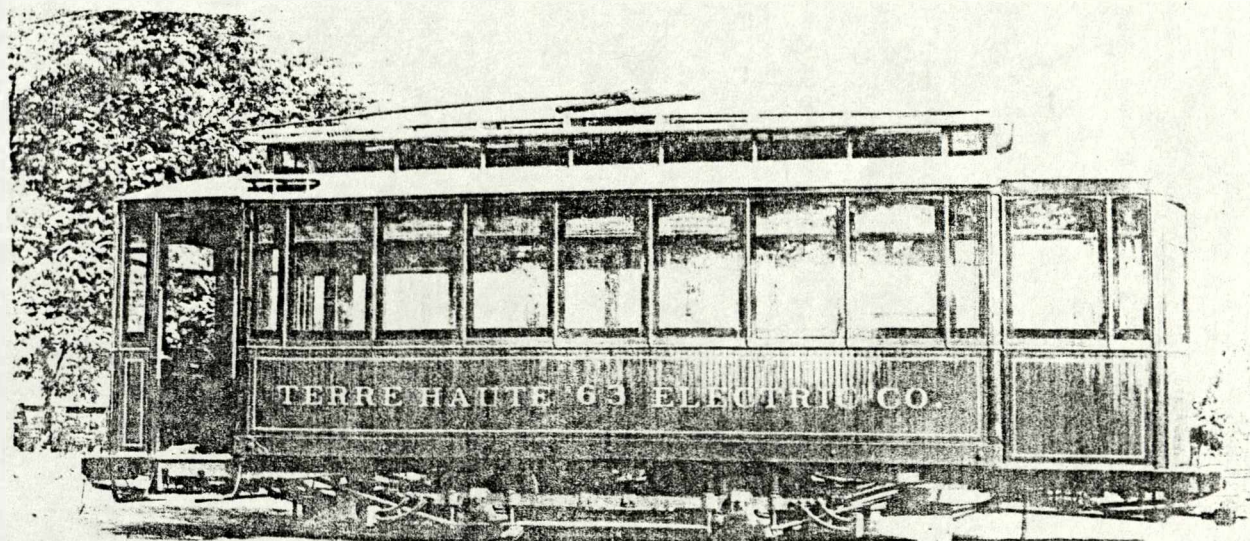


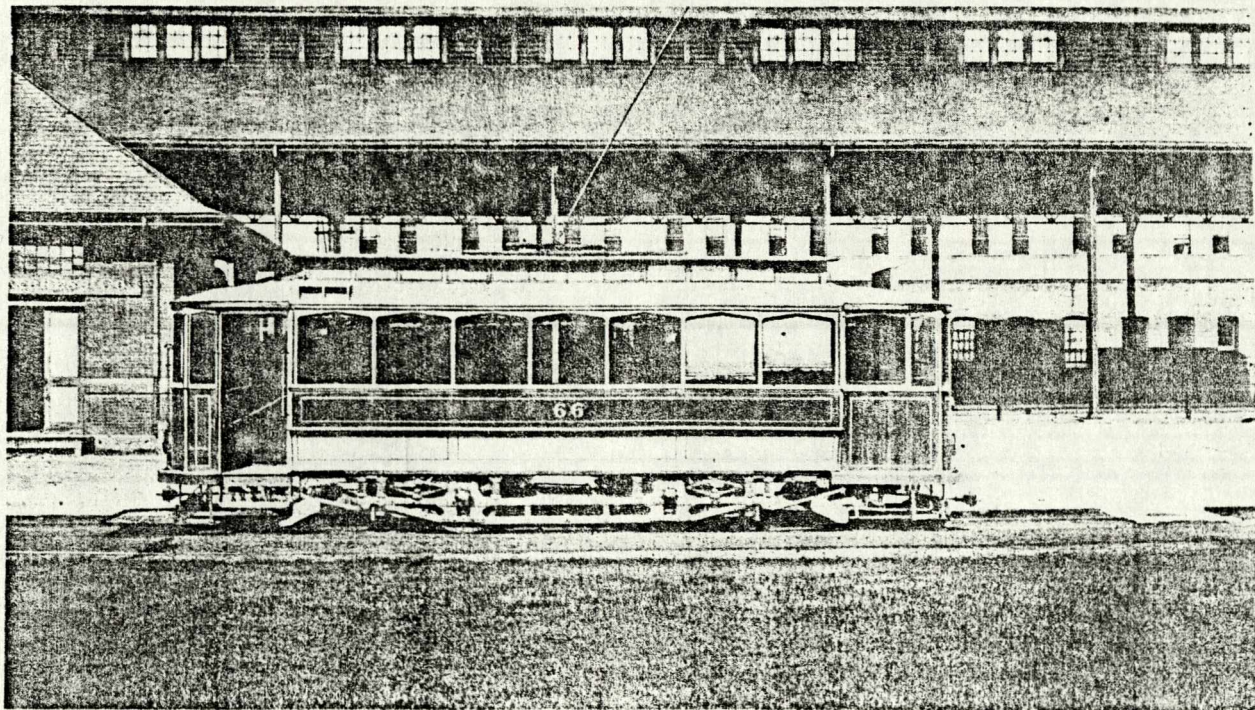
This is the original type of electric motor car, which together with the trail car below, was one of the horse cars rebuilt for electric traction in 1892 on the then "Terre Haute Street Railway". They were taken out of service about 1908, superseded by closed cars.



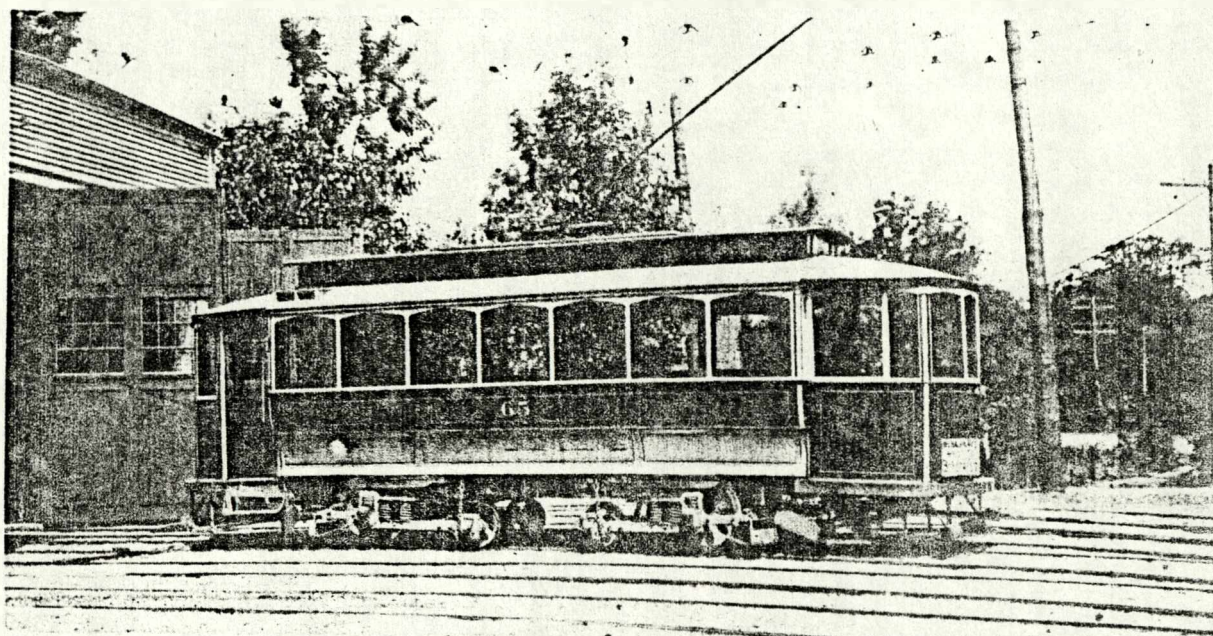


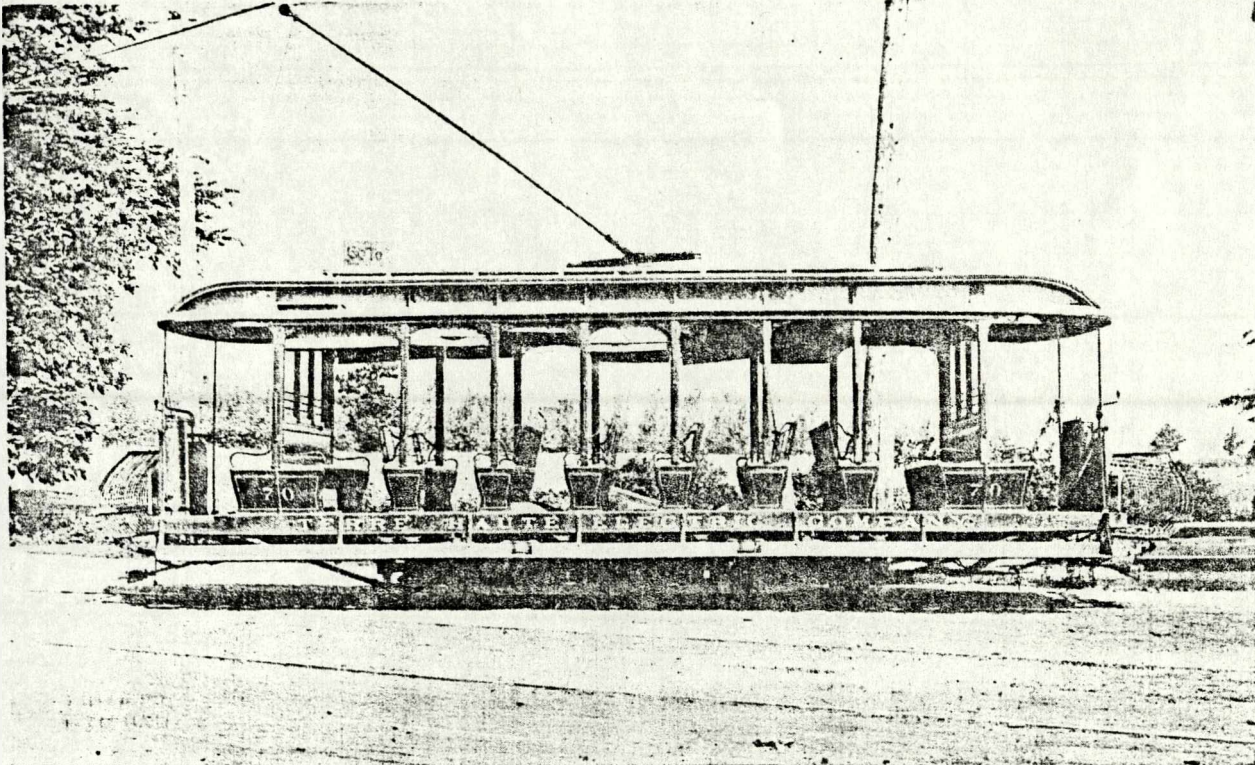
Typical of the nation during the first decade of this century are the single track closed cars shown here. The concave-convex side design of #61, with its prominent belt rail practically intended to protect the sides from chafing wagon traffic, in modernized form keeps recurring in electric car design as a means of securing added width of aisle. The tongue-and-groove straight siding of #63 (and of #30 of the front cover) was evidence of rebuilding in the company shops.



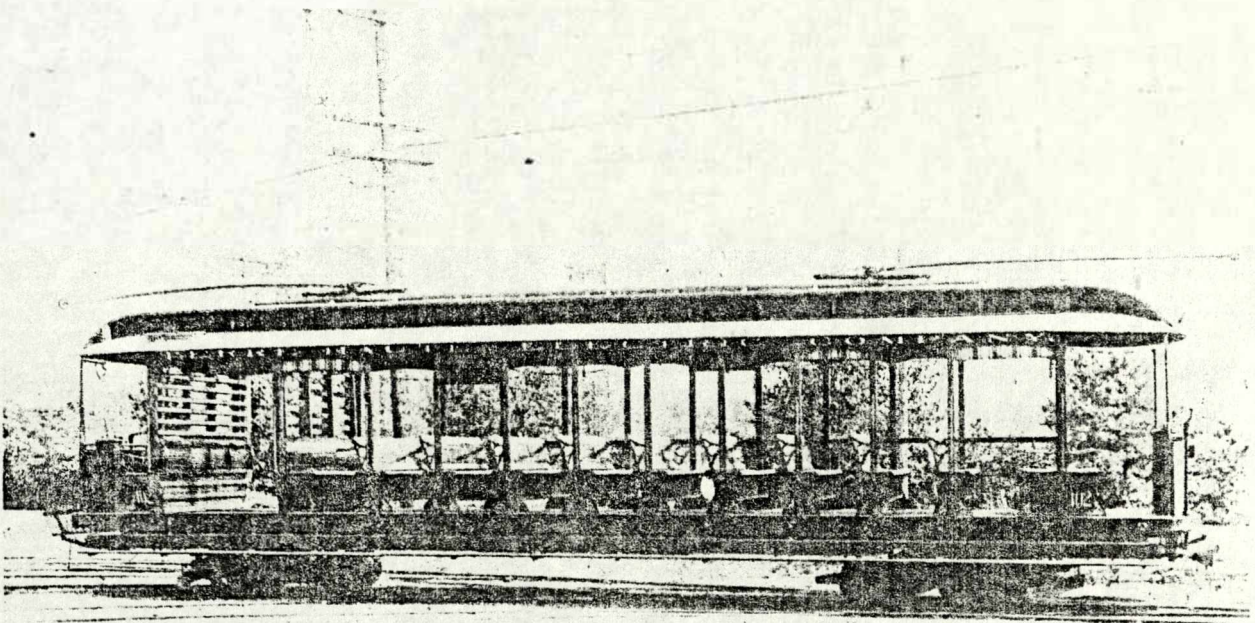


These two cars for a time were assigned to service between the two railroad depots (Pennsylvania-C&E and Big Four), Mr. Twigg recalls. Above we see 66 at the Big Four station, while 65 below is resting between jobs at the barns at 29th & Wabash. Note that while the two cars have the same bodies to a detail, 65 has been given the luxury of Brill #22 Maximum (?) Traction trucks, while 66 had to bounce along as well as possible on a Peckham single truck.





Of course, no American town could resist the pleasures of the summer car, but few had such attractive models as Terre Haute. Note the refinement of the hooded "steam coach" roof on these roomy cars, especially rare on single-truckers. The interurban model below has the unusual feature of a baggage compartment — complete with folding benches. It also sported air brakes, and, of course, a chime whistle.



TERRA HAUTE TRACTION & LIGHT COMPANY
APRIL 1908

DO NOT WRITE

CAR NUMBER	BUILDER	DATE BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	CAPACITY	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	TRUCK CENTERS	GEAR RATIO	REMARKS	
CITY & INTERURBAN PASSENGER CARS														
36	BRILL	05	BEAL 218	2-W-12A	26-K10	21,000	32	32'-0"	7'-5 1/2"	11'-9"	7'-6"	68/74		
712	BRILL		PECKHAM 8	2-	"	17,000	28	20'-6"	7'-6"		6'-6"		EQUIPMENT FROM FORMER CARS USED IN WHITE	
11,13,15	JONES	06	DEMIS	2-GE	"	"	32	29'	7'-3 1/2"	11'-2"	7'-0"	7/14	CAR 11 WAS #14 BOWLE 7-3-07	
16-27	BRILL	02	MCQUIRE				40	28'	7'-4"		6'-6"		8 BENCH OPEN CAR	
17-24	"	02	TH. GARMER			4500	40	19'-4"	7'-4"		6'-0"		" (DEFAULT HORSE-CAR) MONITOR BODY	
17-26	AMERICAN	08	BRILL 618	2-W-12B	W-K11	23,400	35	32'	7'-8"	11'-4"	8'-0"	7/14	35-35,50,52, 1000, 1000, 1000, 1000	
52	AMERICAN		PECKHAM 618	TRAIL			20	24'-4"	7'-6"		6'-6"		"MINER'S" CAR	
30-33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	ST. LOUIS	02	BEILL	2-W-12A	"	18,000	50	30'-3"		11'-6 1/2"		7/14	CONCAVE-CONVEX SIDES, EXCEPT #30 STRAIGHT SIDES	
37-35, 000	UNION	07	"	21E	2-W-12B	W-K11	23,000	36	32'-1"	7'-6"	11'-5"	8'-0"	7/14	
54, 56, 58, 64, 75	AMERICAN		PECKHAM	2-W-12A	26-K10	18,000	50	30'-4"			6'-6"	7/14		
57-59	AMERICAN		"	2-GE1000	"	23,000	35	32'	7'-6"	12'-9"	6'-6"	7/14		
60	AMERICAN		"	2-W-12B	"	19,000	50	30'-4"				7/14	10 BENCH OPEN CAR	
62	"		BRILL 21E	2-W-12A	"	"	50	"				7/14	"	
64, 65, 67	BRILL	08	PECKHAM 8	2-W-12A	"	22,000	32	31'	7'-6"		6'-6"			
63	"	08	BRILL 21E	"	"	26,000	36	27'-7"	7'-9"		8'-0"			
65	BRILL	"	"	22	2-W-12B	1-K10 1-K11		24	31'-6"	"	12'-8"	4'-1"	7/14	BODY SAME AS 66
66	"		PECKHAM	2-W-12A	26-K10	23,000		"	"	11'-8"	7'-6"	7/14		
69-75	"		"	"	"	"	34	34'	7'-6"	12'-8"	"	"		
71-73	"		BRILL 21E	"	"	"	26	31'	"	11'-3"	7'-0"	"		
80-88 even	WASION		DEMIS	2-GE1000	"	17,000	50	30'-10"	7'-2"	12'-3"	"	7/14	10 BENCH, #84 HAD W-12A MOTORS	
91-93-95	CINCINNATI	07	BRILL 21E	2-W-12A	W-K11	23,000	36	32'-1"	7'-6"	11'-5"	8'-0"	7/14	"#95" W-49"	
90-98 even	PECKHAM		PECKHAM	"	2-W-12A	10,000	48	25'	7'-1"	12'-1"	6'-6"	7/14	WERE #13-47	
101-107 odd	LACONIA	00	BRILL 276	4-W-12A	26-K12	38,000	37	40'-6"	8'-3"	12'	4'-6"	7/14	103 HAD W-12A MOTORS & BUILT WITH TRUCKS	
100-102 even	"	00	"	22	2-W-12B	26-K11	28,400	48	42'-4"	8'-5"	12'-8"	4'-1"	7/14	13 BENCH INTERURBAN OPEN CAR
108-110	BRILL	"	"	22	"	2-W-12A	"	43'-4"	7'-10"	13'	"	"		
113-115	ST. LOUIS	03	ST. LOUIS	4-W-12A	2-W-12A	58,000	62	46'-7"	8'-5"	13'-3"	6'-6"	7/14	LIGHT INTERURBAN CLOSED	
119, 121	LACONIA		LACONIA	4-W-12A	2-W-12A		40	47'-6"	8'-5"	12'-11"	4'-6"	7/14	"	
120-122 even	LEWETT	07	BALDWIN	2-W-12A	W-K11	30,000	31	37'-3"	7'-9"	13'-3"	"	"	13 BENCH OPEN CAR 100 HAD BUILT TRAILER W-12A	
118, 121-123	PECKHAM	05	"	4-GE-73	GE-MC21	71,000	64	50'-6"	8'-7"	13'-5 1/2"	6'-6"	53/70	ST. LOUIS BUILT, INTERURBAN BODY, BUILT, ROOF STROUD 1908	
125	CINCINNATI		"	"	"	"	64	"	"	"	"	"	"	
127-140	LEWETT	08	"	"	"	74,000	54	55'	8'-8"	14'-9"	"	"	HEAVY INTERURBAN LONG HAUL PASSENGER	
FREIGHT & SERVICE CARS														
1-12-3	CO. SHOP		MCQUIRE					14'	6'		6'-0"		FLAT TRAIL	
1	"		PECKHAM 75			7700		24'-9"	7'		7'-0"		"	
F-2	"		CO. SHOP			7700					6'-6"		"	
3	LEWIS & FOWLER	08	LEWIS & FOWLER	2-W-12B	2-K10	26,000		25'-4 1/2"	6'-6"	10'-3"			ROTARY SWEEPER, OPEN FLAT, WAS #1	
4	TAUNTON		TAUNTON	"	"	25,200		25'	8'	10'-10"	6'-6"		SNOW BLOW, WAS #13	
5	"		PECKHAM	2-W-12A	"			26'-3"						
6	CO. SHOP		BRILL	2-W-12B	K11	26,550		36'-10"	8'	11'-0"	"		CINDER CAR	
7	"		"	2-W-12A	K10			24'-9"		12'-8"	6'-11"		LINE REPAIR CAR	
58-13	ARCH BAR							14'-9"					4 WHEEL DUMP CAR	
14	CO. SHOP		BALDWIN	2-W-101B	K11	24,000		42'-6"	8'-4"	12'-0"			FLAT WORK MOTOR	
15	BRILL		PECKHAM	2-W-12A	K10	16,000		26'-8"	7'-7"	11'-4"	6'-6"		SAND (GONDOLA) WORK MOTOR	
16	MCQUIRE	07	MCQUIRE	CLIMMING		30,000		28'-11"					SWEEPER	
35	CO. SHOP	02	"	2-W-12A	W	16,700		24'	7'-0"		6'	7/14	LINE CAR (MADE FROM HORSE-CAR)	
150	ALF	08	PECKHAM	2-W-12B	W-K11	21,400		27'-7"	8'-3"		"		SINGLE TRUCK BOX MOTOR, WAS #29	
151-153	"		ST. LOUIS	4-W-12A	W-K12	45,200		41'-8"	8'-3 1/2"		6'	7/14	BOX MOTOR 152 HAD W-12B, 153 " W-101B, 154 " W-101B	
161	"		BALDWIN	4-W-12A	W-K12	54,000		43'-6"		11'-10"		7/14	LINE-WRECK	
				W-3	25 hp			W-101B	40 hp					
				W-12A	30 hp			W-49	40 hp					
				W-38A	50 hp			W-93A	50 hp					
				GE-1000	37 1/2 hp			GE-73	75 hp					

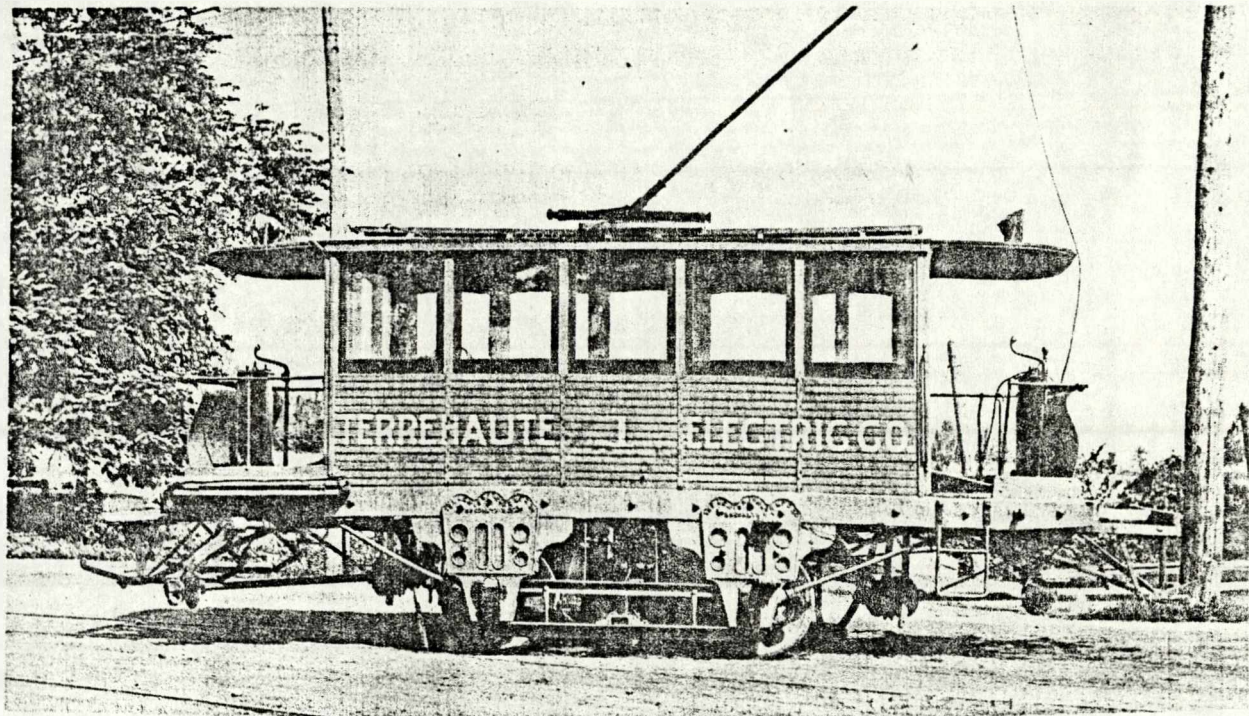
Special Collections

NOTE: Refer also to CERA Bulletin 31 dated November 1941. This Bulletin, dealing with Terra Haute Indianapolis & Eastern Traction Company, also lists some of the equipment shown above, as it appeared in later years.

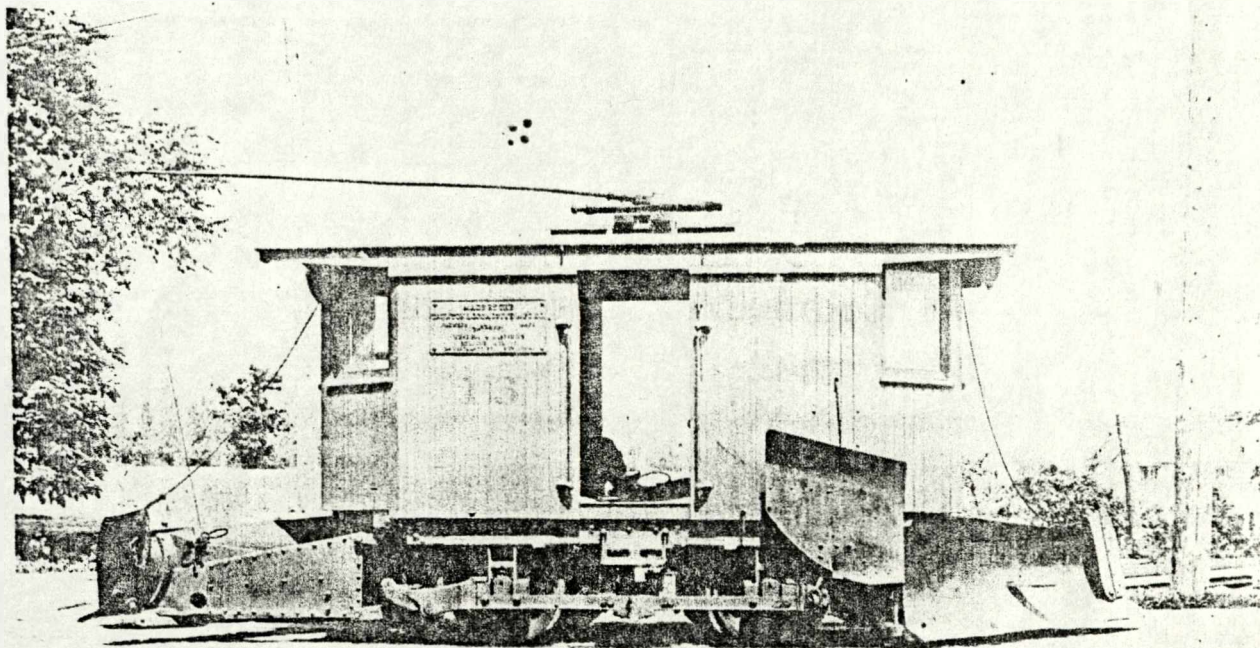
For additional copies of this publication address: CENTRAL ELECTRIC RAILFANS' ASSOCIATION, 1240 Edison Bldg., Chicago 3, Ill.
Price: (While current) 25¢ per copy.

CERA Bulletin 61
Page Eight.

REFERENCE
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Ordinarily tongue-and-groove siding is put down vertically so that water will not tend to stand in the grooved joints and rot out the wood, but the Lewis & Fowler sweeper, shown above minus its rattan brooms, was an exception. Inconsistently, too, its machinery was enclosed while its operators evidently had to stand out in the blizzard, but these details were revised in the Taunton Locomotive Works plow shown below.



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Nickel Rides! Yes... Years Ago

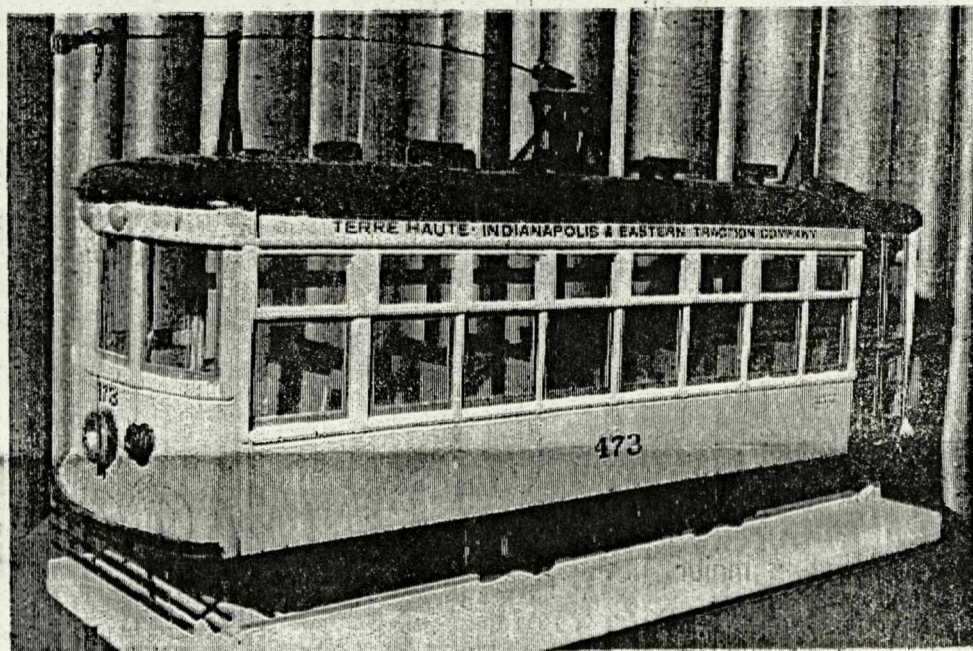
By RICHARD C. TUTTLE

Star Staff Writer

Terre Haute's new city buses, royal blue and white with broad expanses of glass and comfortable seats, move rapidly over routes that roughly follow the street car lines of many years ago.

Public transportation in Terre Haute has undergone a multitude of changes over the decades, following the national patterns. Early in the city's history, some enterprising man used a large buggy or wagon, following a limited route around the city that numbered only a few acres, providing public transportation.

Later, as rails were developed for railroads, it was thought the idea could be used on city streets, thus escape the dust, the mud, the snow and ice that often made the lanes impassable. The rails would not sink into the ground, being fastened to ties, and public transportation would not be delayed. It worked, most of the



MASS TRANSPORTATION OF THE 20's — Terre Haute's electric street railway system operated more than four decades. The street car shown here is the last of several models which provided mass transportation in the city. The scale model above was built by Eugene Davidson, Terre Haute artist, and won an award in the current Wabash Valley Exhibit at the Swope Gallery (Photo by Kadel)

See **STREET CARS**
On Page 20, Column 1

Street Cars

Continued From Page 1

time, except for times when the "horse power" pulling the car failed, or rail separations created delays until repairs were made. At times, passengers were forced to get off an overloaded car to help the horse get up a slight incline.

The extent of these lines was also limited, as the town did not cover many square miles.

+ + +

Indiana's introduction to "electric traction" lines started with the invention of the electric powered street car. As the buggy became the auto, the horse-pulled rail passenger car became the electric street car.

Young citizens of today will have to visit San Francisco to see the famous cog-wheel tram cars on the hills of that famed California city. However, these cars are not actually motorized as a chain under the street pulls them. Street cars had electric motors, speed control, and automatic controlled doors in later years.

Terre Haute experienced the evolution and demise of the electric powered cars, and was the west-central terminal of the most extensive interurban system in the United States, the Indiana system.

+ + +

The Wabash Avenue—West Terre Haute line extended from Highland Lawn to the east to 9th street in West Terre Haute.

Two northbound lines ran from Sixth Street and Wabash avenue, north to Locust Street where the 8th Street line turned east, the 4th Street line west to 4th then north to 8th Avenue.

The 8th Street line turned north to Maple Avenue, and carried Park. The 8th Street line returned downtown, east to 9th and north to Union Depot.

The South 7th Street line ended at Margaret Avenue. The So-13th Street line ran from Wabash Avenue to Hulman Street. The No. 13th line from Wabash Avenue to Barbour Avenue. No. 19th cars turned from 13th Street east on Locust to 19th, then north to Maple Avenue. Many employees of Wabash Fiber Box Co., Terre Haute Malleable & Mfg. Co., and Columbian Enameling & Stamping Co. rode this line to and from work.

The So. 17th Street line turned east from 13th Street at Crawford Street, to 17th then south to Hulman St. There was also on East Locust Street line from 19th to 25th and Locust Street, serving the Pennsylvania yards and shops. South 3rd Street, serving the Pennsylvania at Morton Street. Most lines started a return trip by circling the court house.

+ + +

The early cars were large and bulky, painted yellow, and required a conductor and operator. The conductor collected fares, gave transfers, opened and closed the doors

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+ + +

The early cars were large and bulky, painted yellow, and required a conductor and operator. The conductor collected fares, gave transfers, opened and closed the doors with a hand lever, and was in charge. The operator concerned himself only with the car operation. The seats were upholstered, after a fashion, the cover being woven reed. The "electric" car was in the city prior to 1894.

Summer cars, which were open, wooden bench seats from one side to the other to be boarded from the curb side, were popular for many years. On hot summer days, many patronized the cars for cooling rides to Highland Lawn or West Terre Haute, So. 7th or No. 8th to the park. These were also two-man cars. The backs of street car seats "flipped" at the end of the line, and faced forward on a return trip.

In the interests of economy, the smaller single-man car finally replaced the high bulky trams. Initially, the new cars were painted green and were called "June bugs", but were later painted orange and yellow. These were operable at both

CITY BUSES IN SERVICE JUNE 4

1939

**New Transit Company Announces
Return to Five-Cent Fare
When Change Is Made.**

Bus service will replace street car service in Terre Haute starting June 4, if present plans are carried out, so today said J. Allan Greenland, manager of the Indiana Railroads and newly appointed manager of Terre Haute City Lines, Inc., the company that will provide the bus service.

The Public Service Commission of Indiana Wednesday granted the petition of Bowman Elder, receiver of the Indiana Railroads, for authority to abandon the street car lines. This action cleared the way for the Terre Haute City Lines, Inc., to start their busses.

The three remaining street car lines in Terre Haute—South Seventh street, North Nineteenth street and Wabash avenue from the courthouse square to Highland Lawn cemetery—are the routes that will get the new bus service.

Bus Fare Reduced.

According to Manager Greenland, the schedule of busses will be practically the same as the schedule now maintained by street cars, with the possible exception that the busses may not run as late at night as the cars have been doing. The bus fare will be 5 cents with a 1-cent charge for transfer.

The busses are to be yellow coaches seating 24 to 29 passengers and Manager Greenland has been assured that the personnel of the Terre Haute City Lines, Inc., will retain all employees of the street car lines in-so-far as the employees can qualify for the new type of duty. Greenland was also given to understand that it was the belief of the companies that the railroad retirement pension act covered the employees of the Indiana Railroads who qualify by age and length of service.

The Terre Haute City Lines, Inc., is hopeful that the bus service will be not only quicker but more satisfactory than the street car service has been and the company points out that the bus fare of 5 cents is a reduction that will be a vast savings for patrons in the run of a year's time.

Busses To Replace Last Terre Haute Street Cars; Make Change On Sunday

REFERENCE 6/4/39 DO NOT CIRCULATE Special Collections

Evolution of Terre Haute's transit system from street cars to busses, in progress for a considerable period as changes were made gradually on the various city line, will be complete Sunday morning when Terre Haute City Lines, Inc., takes over the entire system, replacing all cars and busses now in service with new and modern motor coaches.

Three street car lines, the last to go, including the Wabash avenue line, the South Seventh street line and the North Nineteenth street line, will see the final trips of street cars about 1 o'clock Sunday morning when the old cars make their last trips and are piloted to the car house on Wabash avenue to await final consignment to the scrap heap.

The new transit company will operate a fleet of 36 new busses, retaining a few of those now in use for reserve purposes. The Indiana Railroad, operating the lines for the past few years on a lease from the Public Service Company of Indiana, will dispose of the remainder of the busses and the present one-man street cars.

Employees of the Indiana Railroad who will be retained by the Terre Haute City Lines have been practicing driving the new coaches for

several weeks. Many of the men now employed as street car motormen have qualified as bus drivers.

The new coaches are larger and more comfortable than those in use now. They are painted a vivid yellow and have white tops and white and black trimmings. Most busses of the new fleet will seat twenty-nine passengers. Thirty of the busses are powered with "pusher" motors in which the motor is placed at the rear of the vehicle. Six will have the motor mounted at the front.

The new yellow coaches have two doors, one at the front, where patrons will enter and drop their 5-cent fare into an electric change box. If a transfer is desired it may be obtained by handing the bus driver a penny. No pennies are to be dropped into the change box, however.

At the side of the bus is a double door which opens for the exit. This is operated automatically by the driver.

Bus seats are upholstered in green leather and cushioned with rubber. There are chromium handholds and guide rails at both doors and the driver will be seated behind a shining rail in front of the passenger seats.

Build New Garage.

Work on the new bus garage of the Terre Haute City Lines, Inc., is progressing rapidly. The garage structure occupies the southeast

corner of First and Ohio streets, the over-all cost of the property for construction being approximately \$85,000. In size the building will be 145x165 feet and the lines' general offices will also be located in the new garage building as well as complete facilities for handling all work. The building also will contain a room for mechanics and bus operators with rocker and shower rooms for both.

Coaches will enter a storage lot in the rear of the garage and move forward for all maintenance work and in the new building the company will be able to follow its policy of washing and cleaning the entire fleet of coaches every night so that Terre Haute always will have clean coaches. The building will hold all equipment, with nothing having to stand outside over night.

The building will represent the latest in design and materials, being a brick and steel structure with steel windows. The interior is of glazed tile, allowing the walls and floors to be cleaned daily. In preparing to build at the location it was necessary to demolish a number of old buildings which were in not too good a state of repair and the new bus garage will greatly improve the appearance of this district.

In letting contracts for the building the Terre Haute City Lines,

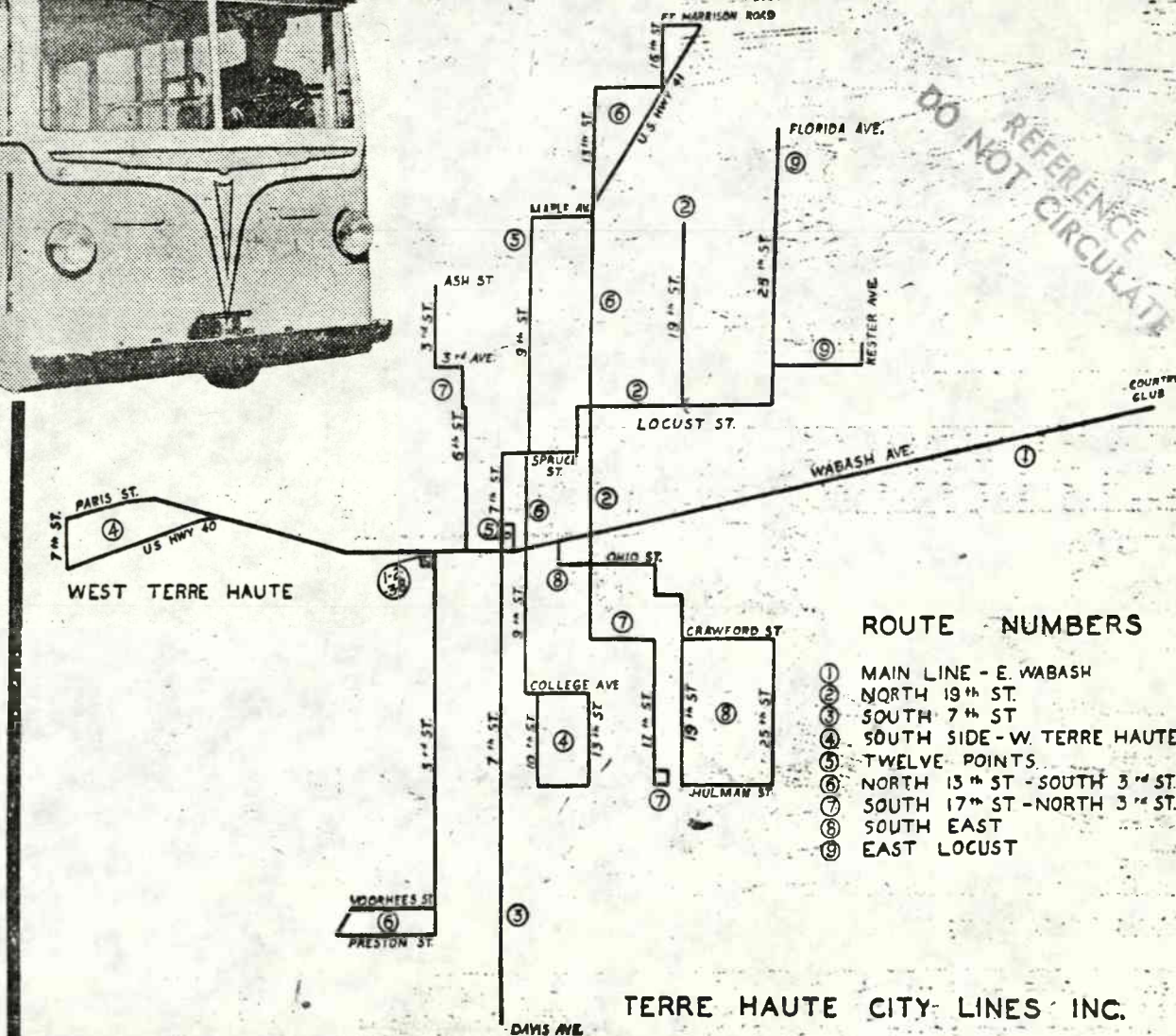
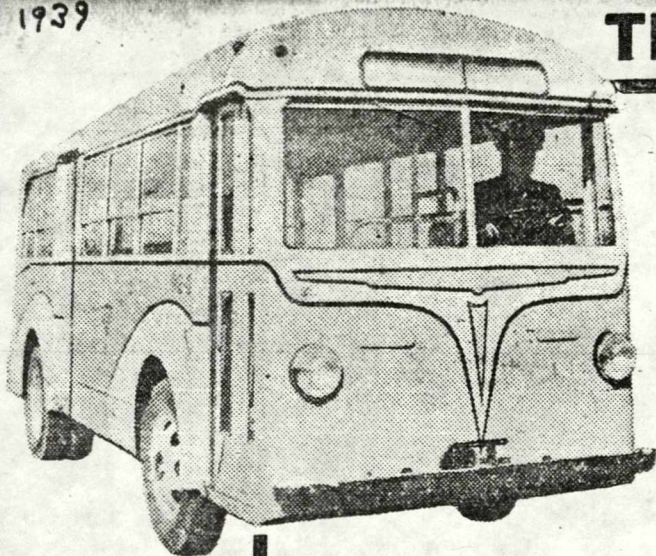
Inc., followed its policy of insisting that contracts be let to local contractors and that local labor be used. The architects for the building are Miller and Yeager, contractors being H. W. Sanford & Company, general contractor; O. A. Toelle, plumbing contractor, and Nehf Electrical Company, electrical contractor. Work on the new building was begun Nov. 13.

All routes of the Terre Haute City Lines, Inc., are operated on definite schedules. Printed copies of these schedules are available and will be mailed to any who wish

them upon calling the company at C-2140. Officials of the company assert that they will welcome comment or suggestions from patrons, looking toward improvement of the company's service. At present general offices of the company are maintained at 2920 Wabash Avenue, which will be the headquarters until completion of the new building.

1939

TERRE HAUTE CITY LINES, INC.



ROUTE NUMBERS

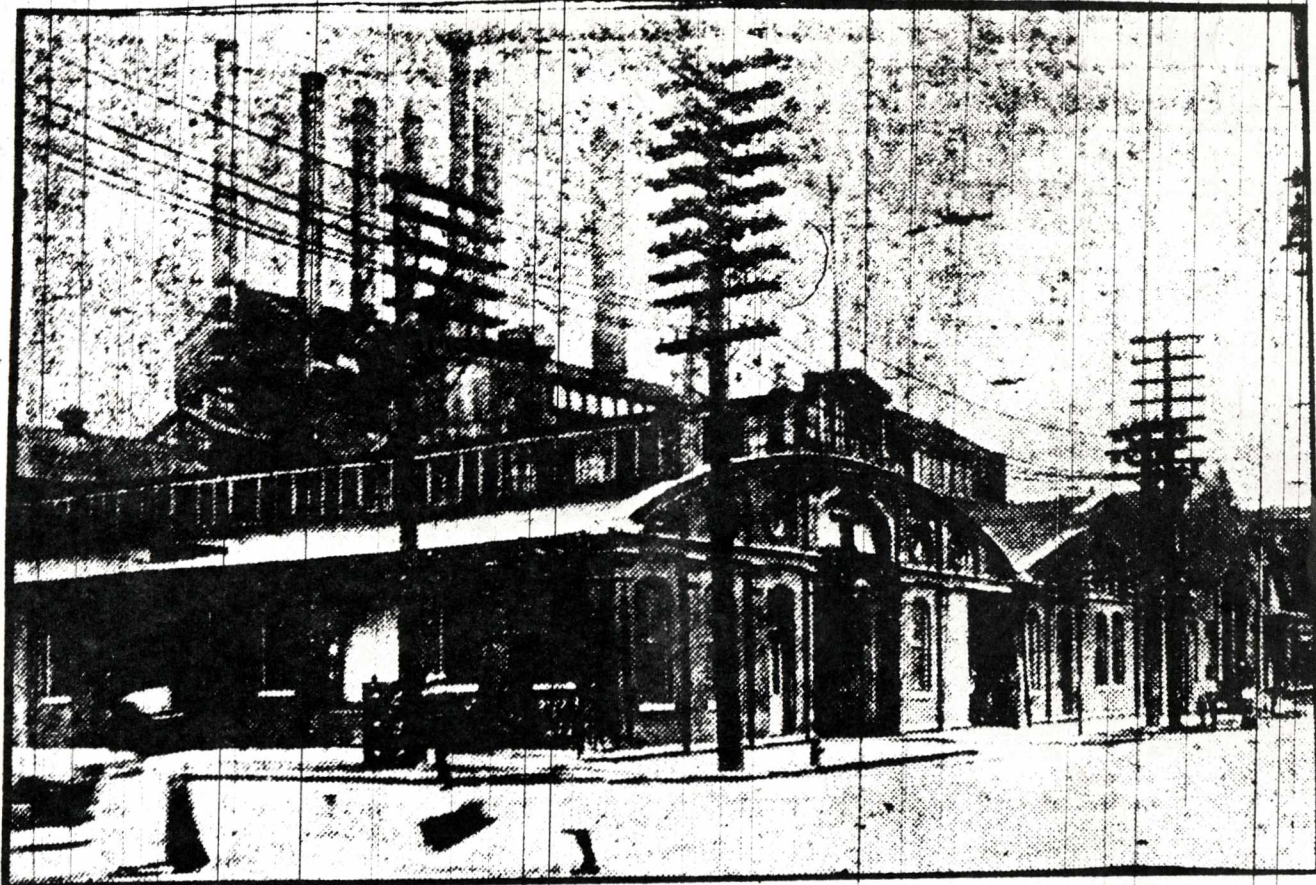
- ① MAIN LINE - E. WABASH
- ② NORTH 19th ST.
- ③ SOUTH 7th ST.
- ④ SOUTH SIDE - W. TERRE HAUTE
- ⑤ TWELVE POINTS
- ⑥ NORTH 13th ST - SOUTH 3rd ST.
- ⑦ SOUTH 17th ST - NORTH 3rd ST.
- ⑧ SOUTH EAST
- ⑨ EAST LOCUST

TERRE HAUTE CITY LINES, INC.

Sun, June 7, 1908, p. 18

STREET CARS (TH)
THE TERRE HAUTE TRIBUNE

Is This The Logical Site For Interurban Station?



Old Traction Power House, Ninth and Cherry Streets.

Considerable comment has been raised by an interview printed in the Tribune to the effect that the old power house of the Terre Haute, Indianapolis and Eastern Traction company at Ninth and Cherry street is the logical site for the proposed interurban station and that the company would begin the erection of such a building within sixty days. The traction company has denied any intention of building that soon or on this site, but real estate men who claim to know declare the step is probable.

LABELS ON SANDWICHES

Ice Cream Delicacy is Now the Subject of Union Dispute in

GUESTS STRIP NEW HOTEL.

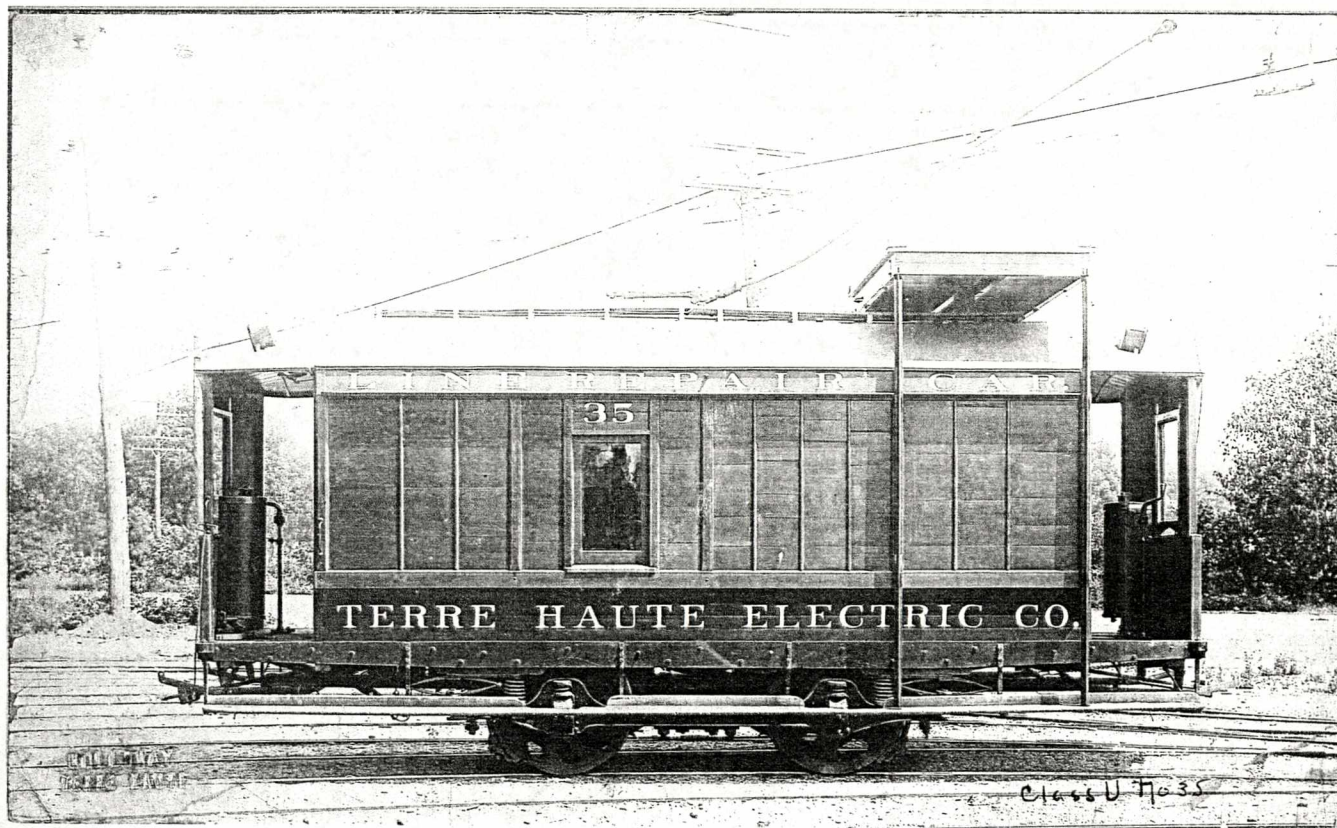
Souvenir Fiends Take Even Towels and Bed Sheets.

KALAMAKOO, Mich., June 6.—The new Hickman hotel, the finest in this part of Michigan and excelled by but

BRAVE WOMAN AERONAUT

Wife of the Famous Air Navigator Thompson Makes Ascent

With Party



Loaned for copying by Mark Day 13 May 2009

Sheet 100 (74)

INDIANA RAILROAD SYSTEM

BOWMAN ELDER, RECEIVER OF INDIANA RAILROAD

AND SAID RECEIVER, AS LESSEE OF

PUBLIC SERVICE COMPANY OF INDIANA AND OF INDIANA SERVICE CORPORATION

Community Affairs File

ADDRESS REPLY TO COMPANY AT

DO NOT CIRCULATE

310 Traction Terminal Building
Indianapolis, Indiana
November 19, 1937

Dear Mrs. Dorothy Clark,

Dr. D.B.Scheick, Chairman of the History Dept. I.S.U. said you might be able to help me.

I'm trying to collect enough material to write a History of Street Cars & Interurbans in the Terre Haute Area., & the recent flood damaged some of my files.

I lived in Terre Haute in 1966, 7, & 8, attending Indiana State University where I got a M.S. degree in History.

I understand that you have the Terre Haute City Directory for several years; perhaps including 1910, 1916, 1920, 1930, 1934, & 1938?

I just picked out those 6 issues, (years) as representative of what would be very helpful to me; if those are not in your possession, then the years could vary somewhat, spaced 6 or 7 years apart until the end of Streetcar service in Terre Haute on June 4th, 1939, I believe. (I have not been able to locate a copy of that issue of the Terre Haute Tribune-Star; do you know the editor & publisher of the paper & the address, please?)

In the City Directory for the years named, & other years too, there is a map of the Terre Haute Street Car Lines, dwindling, in the '30s, as bus routes were substituted for the Trolleys.

Could you please be so kind as to Xerox that page in each of those 6 (or other years, if you don't have those) & I'll be happy to pay the costs. Are there any negatives of Terre Haute Horse Cars in your Museum?

This is a bona fide letterhead of the Indiana Railroad System that I would like to donate to your collection. Thank you!

It is the Master Copy from which I Xeroxed a few copies for my own self.

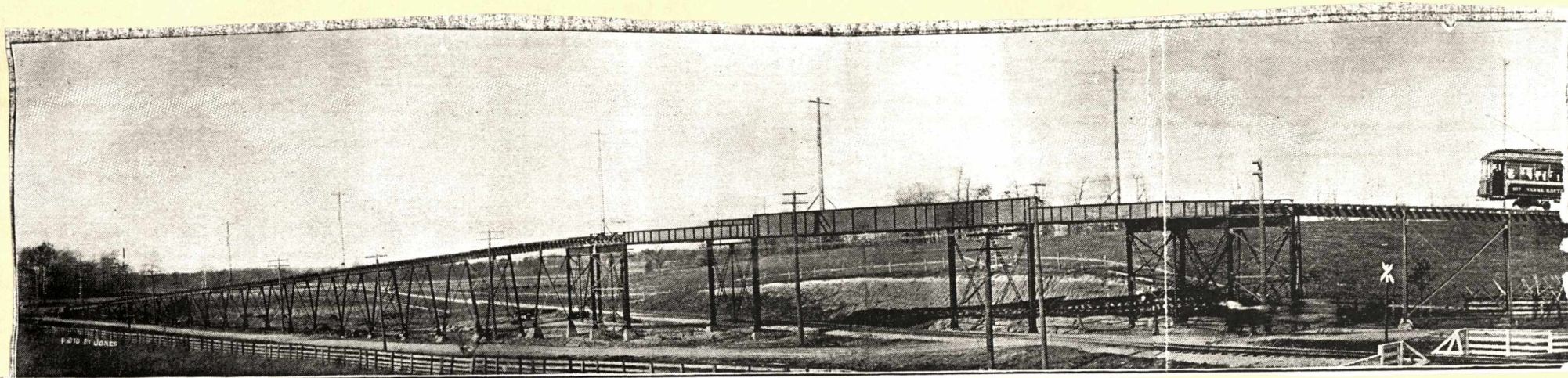
Thank you very much for your kindness,

Sincerely Yours,

John H. Smoleff

John H. Smoleff
496 E. 15th St.
Bklyn, N.Y. 11226

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA



THE VIADUCT OF THE TERRE HAUTE-BRAZIL ELECTRIC STREET CAR LINE OVER THE VANDALIA TRACKS AT structure has a weight of about 400,000 pounds, or 200 tons. The viaduct is on a grade of 5 per cent. It is 900 feet long and is 27 feet above the Vandalia tracks at its highest point. It is 22 feet in the clear. The reason for the construction of strength of the structure is that it is able to carry five times any weight that can possibly be put on it. The viaduct was necessary because the railroad company objected to a grade crossing and the street car company also came

GLENN, SIX MILES EAST OF TERRE HAUTE—This viaduct is of steel and was commenced in 1899 and is 27 feet above the Vandalia tracks at its highest point. It is 22 feet in the clear. Thatcher Parker was the contractor for the steel structure and Knisely and Earl built the brick foundation. It was necessary at places to drive piling in order to get a firm foundation. The viaduct was built under the supervision of General Manager C. B. Klöder.

ed on July 7, 1900, being practically finished so cars could run over it on Saturday, Sept. 1, 1900. The steel structure is 27 feet above the Vandalia tracks at its highest point. The curve at the east end has a 700 foot radius and the calculation of the brick foundation. It was necessary at places to drive piling in order to get a firm foundation. The viaduct was built under the supervision of General Manager C. B. Klöder.

Community Affairs File

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TERRE HAUTE, INDIANA

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LOCAL INTERURBAN SERVICE TO BE CUT

Sullivan and Clinton Divisions of
Traction Company to Be
Abandoned Soon.

April 8 1931

Special To The Tribune.

INDIANAPOLIS, April 8.
—Authority has been granted
to the receiver of the Terre
Haute, Indianapolis & Eastern
Traction company to petition
the public service commission
for permission to abandon the
Terre Haute-Sullivan and Terre
Haute-Clinton divisions of the
company.

Judge Russell Ryan of su-
perior court late yesterday is-
sued the order to the receiver
granting authority to take steps
to abandon the two divisions.

The receiver informed the court
the Terre Haute-Clinton division was
operated last year at a loss of \$43,-
349.96, while the Sullivan division
was operated at a loss of \$50,092.

The petition for abandonment is
to be filed with the public service
commission immediately.

Abandon Other Lines.

Other lines of the Terre Haute,
Indianapolis & Eastern Traction
company entering Indianapolis from
the east and northwest also have
been abandoned or are awaiting
authority to give up service.

Competition of motor busses in
addition to the increased use of
private automobiles is assigned as
a reason for the company's action in
curtailing its interurban service.

While the traction company can-
not discontinue service on these lines
until action has been taken by the
commission it is assumed that the
showing of loss in operation will
result in an order for immediate
cessation of service between Terre
Haute and Sullivan and Clinton.

MILWAUKEE ROAD

WILL EMPLOY 75

APRIL 8 1931

The Chicago, Milwaukee, St. Paul
& Pacific Railroad will add 75 men
to its present staff of workmen next
week.

The men will be put to ballast
work on the company's tracks, re-
surfacing them and putting them in
general good condition. The local
superintendent told The Star that
he expected to keep this force of
men busy through most of the Sum-
mer months.

First opportunity at this work will
be given former employes of the
railroad who lost their positions on
different lay-offs of the company.

The ballast work on the tracks
in and near Terre Haute will put
them all in the best of condition.

Community Affairs File

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TERRE HAUTE, INDIANA

Streets Cars Pass Out Here; Some Memories of Early Days

TRIB
JUNE 4, 1939

By A. R. Markle.

THE closing down of the street car system in Terre Haute last night marked the last chapter in an almost obsolete form of rail transportation that began so far back in Terre Haute history that there are probably less than a dozen men now alive that saw its birth more than three score and ten years ago.

The Terre Haute Street Railway Company was incorporated March 6, 1886, with William B. Tuell, Chambers, Y. Patterson, Burwell H. Cornwell, Delos W. Minshall, Wm. R. McKeen, John H. Barr and John T. Scott as the first directors. They chose Barr as president and he immediately applied to the council for a franchise to operate cars drawn by horses on a single track with the necessary sidings and switches on such streets as might be convenient and suitable to convey passengers.

The right was granted March 20, 1886, and very soon after a line was in operation from the old Union station at Tenth and Chestnut streets to the Terre Haute & South Eastern Railroad at First street. The station of this line was on the west side of First street a little north of Wabash and the cars bore the title, "Depot, Main and First Streets."

For a few years this handled all the traffic that offered but when the Indianapolis & St. Louis Railroad separated from the other roads and operated its own station at Sixth and Tippecanoe streets, the line from Wabash to that station was built.

More than a dozen years later this was extended to Locust street and east to Thirteenth street to serve the needs of the Poly students and the residents of that rapidly growing section.

About this time Josephus Collett offered to give the city the greater part of what is now Collett park if others would raise \$2,500 toward the building of a street car line from Main street to the proposed park and while the money soon became available, many of the subscribers attached conditions that the line should be run on Seventh street and others on Eighth street and all of them agreed that the line should be built by January 1, 1883.

Collett's Generous Gift.

A new subscription paper was then circulated requiring the line to be built by Jan. 1, 1884, but this too was unsuccessful in inducing the Street Car Company to accept the money and build the line.

Finally, it is told, Collett, who was a director in the company, built the line himself in the absence of the other directors, using rails bought from a coal mine and a carload of ties laid on the street with only enough earth for ballast to enable the mules to travel between

the rails, and when the other directors refused to sanction the construction and told him he could pay for it himself as the company would not, Collett agreed and said that he would extend it to Wabash himself instead of stopping at Locust.

With the shoe on the other foot the directors concluded that while competition might be the life of trade, they wanted none of it in theirs and accepted the line. As it developed in later years, this was far the most profitable division of the system.

For several years the new game of baseball had been played on the stretch of land east of Ninth and north of Locust streets, but with the sale of lots there as the town grew north and the attendance increased, a baseball park was built at Eighteenth and Wabash avenue and in response to expected business, the street car line was built from Eighth street to the park.

In 1885, with the opening of Coates College and perhaps also to handle the crowds that frequented Hulman park on the east side of Third between Osborn and Hulman streets, the line was extended from Wabash to Osborn street.

A few years later, Diana Kearney, widow of a Mexican war officer who had recruited a company of cavalry here, sold two lots on Seventh street near Seabury to the street car company for \$1 and "other considerations," one of them being that the company should maintain and operate a street railway to Seventh and Hulman streets, "otherwise, this transfer to be null and void."

Electric Cars Come.

The system was electrified in 1890, but for some time the mules served as motive power on a few branches of the line, one of them being a branch that extended from Eleventh and Wabash to Poplar street, then to Thirteenth and south to a little below Crawford street to serve the old Nail Works.

About 1885 the line to the Union Station was moved from Eighth street to Ninth street, the new stable being built at the northwest corner of Ninth and Cherry and the lots on Eighth were sold to Louis Duénweg who soon after leased to David C. Greiner for a shoe factory. These lots occupied the southeast quarter of the block and the stables had been on the north lot, now the rear of the Rea Building and the buildings west of it. The lot next the corner of Wabash was enclosed by a high wooden bill board that hid from view the vacant lot. On the west end of this vacant lot Chauncey Rose had built a bath house to utilize the artesian water that he had struck in drilling a well to supply the old Prairie House with water. The over flow from the bath house had been carried in an open brick lined gutter east to the old canal and with the opening of Eight and Ninth streets and the

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TERRE HAUTE, INDIANA

sale of lots to others this had become obnoxious and the well had been capped.

One morning early in 1883, the Morning Express, the daily paper that preceded the Star, carried a screaming headline, announcing that the cap had blown off this well and the rush of water had flooded the entire vicinity doing immense damage to property and nearly drowning guests in the hotel as well as flooding the cellars of nearby stores and dwellings. Heart rending tales of the narrow escape of guests roused from their sleep by the scream of gas and the rush of water, many escaped by narrow margins and the luckless mules in the stables nearby, chained to their mangers, were almost without exception drowned in the sudden flow. Great crowds surrounded the lot in a short time and would have been much larger had not some of the readers noted the date line, "April 1, 1883." It was one of Fenelon Dowling's hoaxes.

With the building of the North and South Thirteenth street lines, the portions from Eighth and Locust to the Polytechnic and that of Eleventh and Poplar street were abandoned and with the electrification of the system in 1891 the lines from Thirteenth and Locust east to Twenty-fifth and on Nineteenth from Locust to Maple avenue continued for a time as mule car lines.

About 1890 the city had its first experience with high finance and the promoter, in the person of Russell B. Harrison, who formed a company and bought the system. New buildings at Ninth and Ohio, new cars, among them a wonderful "double decker" that became for a time a social feature and an extension of the North Thirteenth street line to Barbour avenue and west to an amusement resort known as Harrison park with an auditorium or casino that offered high class vaudeville entertainment to the patrons of the system.

Not content with the rapid expansion of the railway system Harrison plunged into the electric

lighting game in competition with the old Terre Haute Electric Light & Power Company. He secured the contract for lighting the streets on an "all night, every night" basis for less than the rate previously charged by the old company for "moonlight service" and soon after started to serve commercial customers also.

The bitter feeling ran into politics and finally a levy on the property of the Railway Company for taxes by the then city treasurer and the bitter competition that made nobody any money, forced his company into a receivership which was soon followed by the same method on the part of the old company.

Merger Takes Place.

Finally both properties were bought in by an agent of Stone & Webster who organized the Terre Haute Electric Company in 1899. This in turn became in 1903 the Terre Haute Electric Traction Company, shortly followed by the Terre Haute Traction & Light Company and the construction of the interurban lines.

First came the line to Clinton in 1903, followed by the line to St. Mary's in 1905, the line to Sullivan in 1906, and to Paris, Ill., in 1907. The old line to Brazil had been rebuilt in 1899 and later being extended to Indianapolis gave an outlet to the rest of the state. The latter was rebuilt in 1904 and a new viaduct at Glenn was built in 1909.

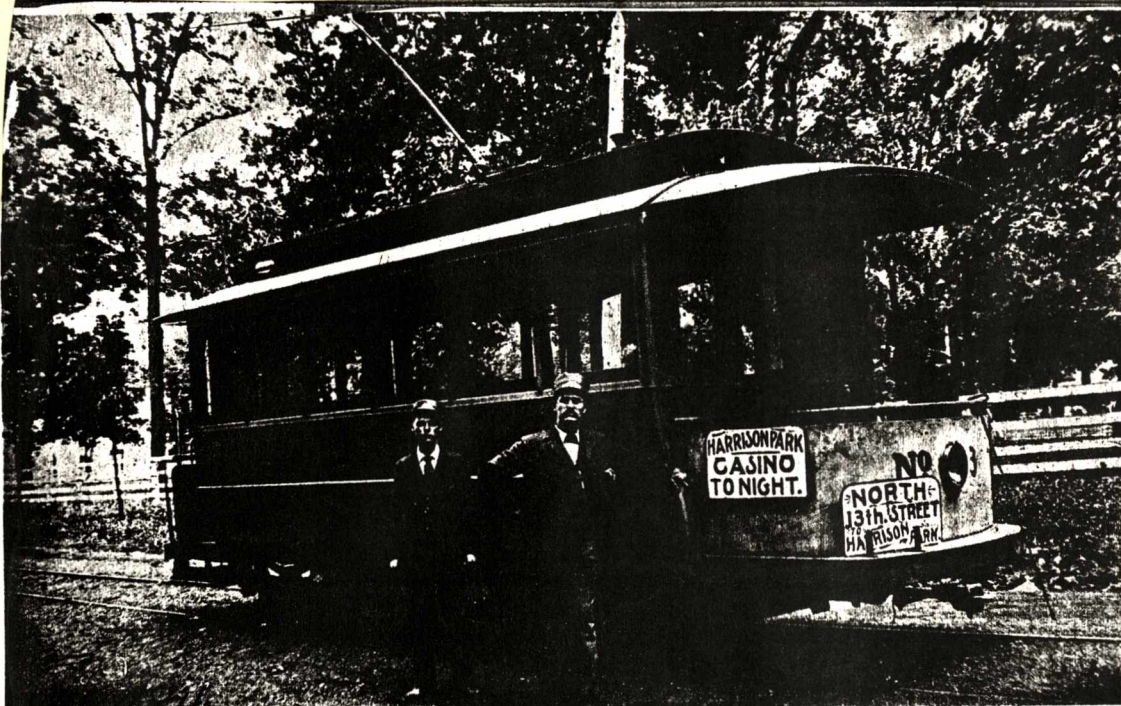
Terre Haute had become a part of the great system of interurban railways that made Indiana famous for many years.

One of the colorful characters connected with the Terre Haute street railway system was Michael (Mike) F. Burke, who was taken from the C. & E. I. yards here by Receiver Joshua Jump to rehabilitate the lines. He reorganized the personnel, introduced many innovations, extended the lines to Harrison park casino north of Collett park, and to the fair grounds, and

became one of the interesting street car operators of the country.

"Mike" Burke saw the transition from mules to kilowatts, and from whigstocks to trolley poles. He operated the business with a brusque but competent hand for twenty years, and when the reorganization occurred resigned to go with the Columbus & Coshocton Railway, and remained with that system until his death.

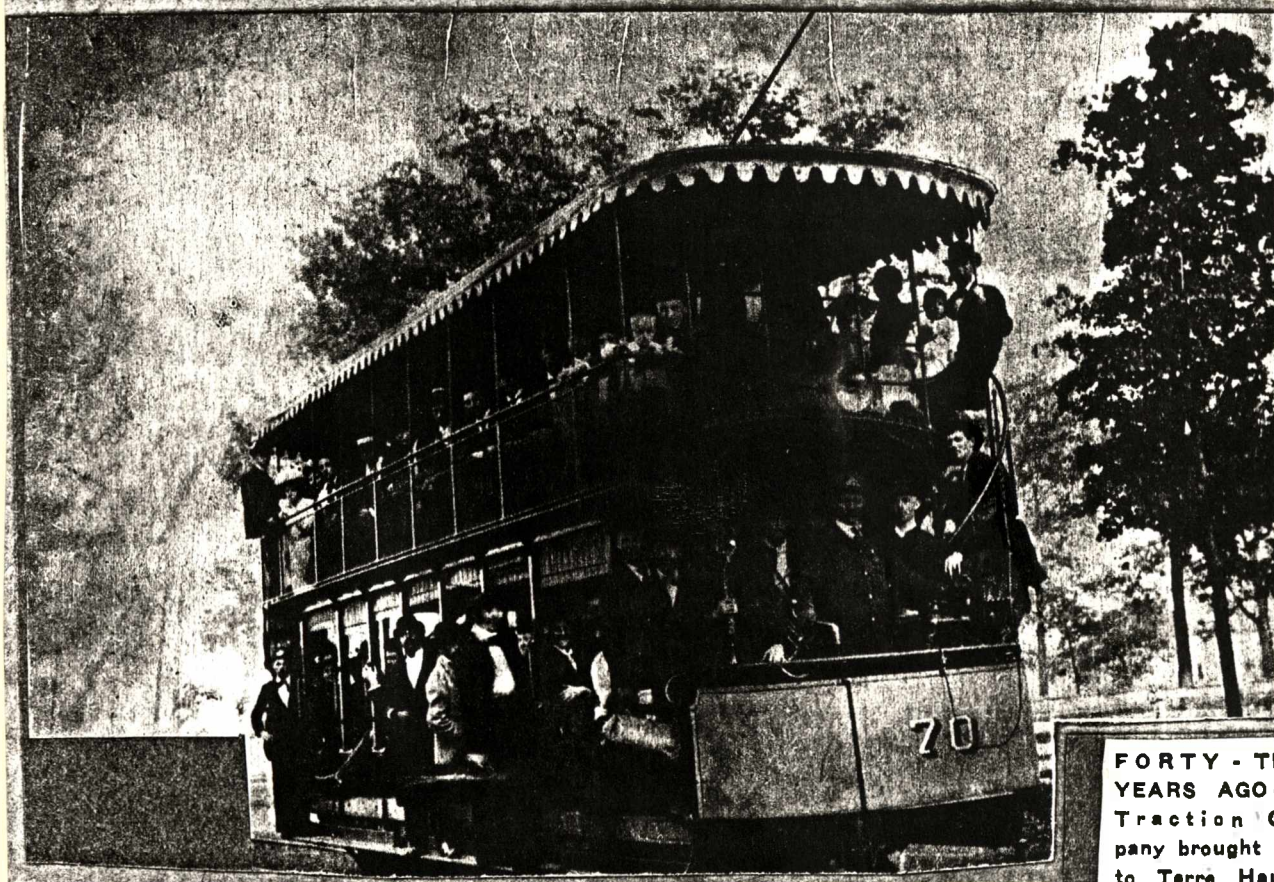
There are a number of men still living who drove the mule cars, and more who worked on the first electric cars under Russell B. Harrison and "Mike" Burke. Harrison, a son of President Benjamin F. Harrison, when the Spanish-American war broke out took a commission in the army, and never returned to the travails of early electric street cars in Terre Haute.



105-204
GOING BACK FORTY-THREE YEARS—Twelve passenger, stream-lined model which ran to Harrison Park Casino, north of Collett park. Crew: Osgood Harkness and Sam Freese (who furnished the picture.) 9-1894

VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA



FORTY - THREE YEARS AGO—The Traction Company brought No. 70 to Terre Haute, a double-decker street car, and rides thereon were quite a thrill. This trip seems to have carried the old Ring, gold band. Photo furnished by Sam Freese.

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Community Affairs File

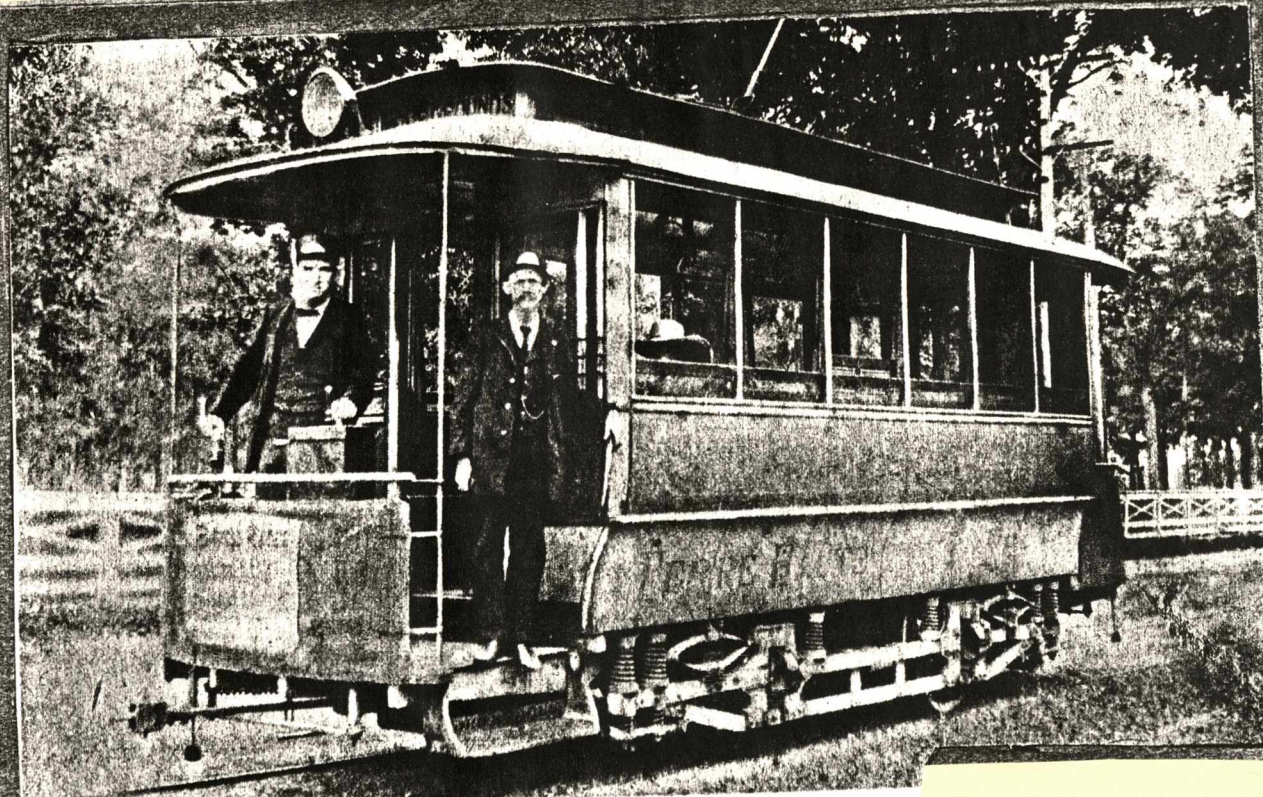


**FORTY - THREE
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 TERRE HAUTE, INDIANA



165409
WHEN THE ELECTRIC CAR WAS YOUNG—One of the first cars here, in front of the McKeen farm, now Edgewood Grove, 1898. Crew, Motorman Charles Daugherty and Conductor Warren Anstead.

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TERRE HAUTE, INDIANA

THE RECENT RECORD.

Some of the Things Which Have Been Accomplished by President Harrison Since He Assumed Control.

When President Harrison assumed control of the plant many people were heard to question his knowledge of street railway affairs. In less than a year, however, he began to demonstrate, to the satisfaction of those who noticed such matters, that he does know a few things about the street car business, and incidentally knows something about several other kinds of business. He has made no great extensions, it is true, and many of the revolutions brought about by him are noticeable only to the practical street railway man; yet he has done wonders in the short time. During the year a half mile of double track has been built beyond the fair grounds, and also double track on Ninth street, which has no superior in the country.

A method of handling cinders by means of a special iron car from the power house has been adopted, which has proved not only a great economy to the company, but is a great benefit to suburban lines and roadways. The car enables the company to distribute its cinders at the side of its track, and the benefit to the streets along the right-of-way is already to be seen, and will become greater each year. Another introduction is that of a driven well and water tank in the power station, by which the water supply of the entire plant is furnished, and fire protection as well.

Under the administration of Mr. Harrison, fifteen of the twenty-eight closed motor cars have been rebuilt and made almost as good as new. The reconstruction of cars consisted, in many instances, of repanelling both sides and ends of the closed cars and adding steel plates to the sides and angle irons to the tops, giving the cars the greatest strength. Large half round platforms have been introduced, making an accident caused

by passengers getting off in front of a moving car, a thing impossible. Under all of these cars are the latest improved trucks—namely, the Peckham trucks—the top of which run the entire length of the car body. It is poised upon the best of steel springs and prevents oscillation of the cars almost altogether. During the early stages of its electrical experience the company had shown a disposition to keep in the front rank, and all cars were equipped with the double deduction motors of the old style; but there has been such a remarkable change in apparatus that the single deduction motor is now as superior to the double deduction motor as was this to the mule power. The single deduction is now the standard of the company and is now in general use. Under fourteen of the cars

now in use double motors have been placed. This has increased the value of the cars to such an extent that not long ago the company was able to accept the ten minute schedule on many of its lines.

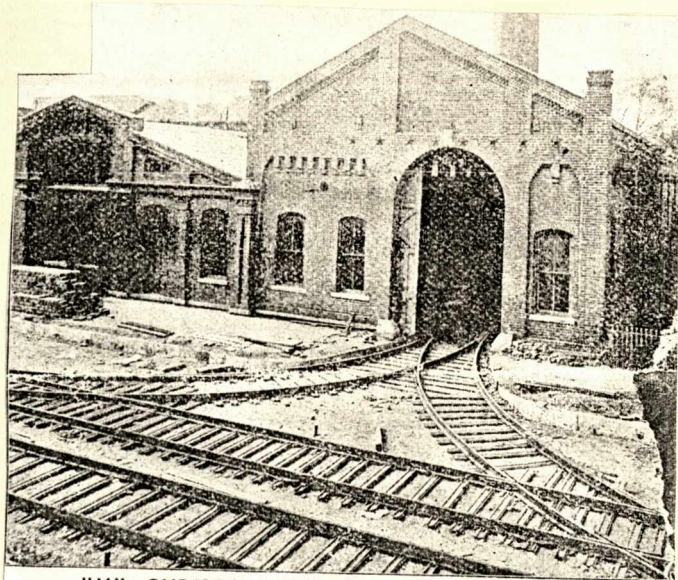
In the shops of the company there have been many valuable improvements made. A system of endless chains for hoisting cars from trucks has been adopted, and a large crane with chain pulley for handling motors has been added to the equipment. A few alterations have been made in the blacksmith shops and all of the special work—switches, curves, cross-overs, etc.—are made in the shop for the entire system. It is the intention of the company to continue doing this class of work, as it is eminently more satisfactory than the work made by foundries. The offices and power station are heated by exhaust steam from the engine, and every corner about the large building is thoroughly warm. The plan is quite a protection against fire.

Mr. Harrison has also introduced one or two other innovations in a business line, which would, however, be out of place in this article.

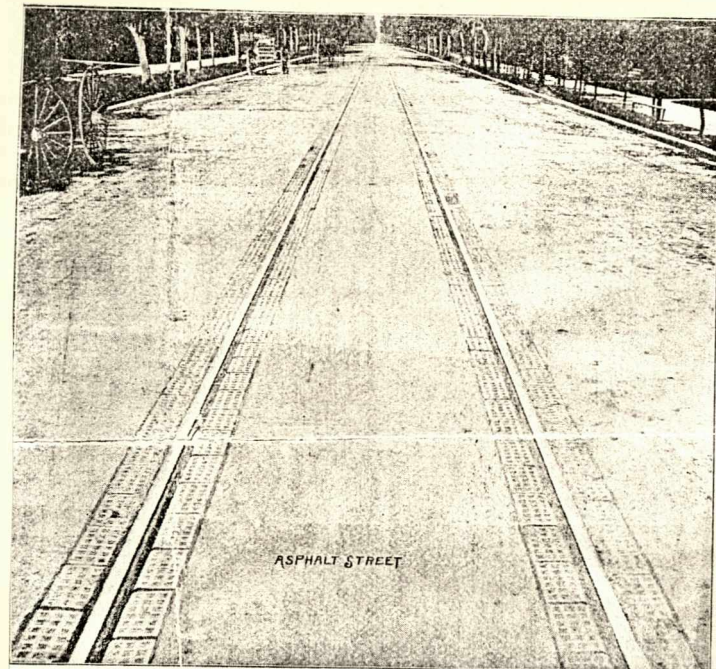
The GAZETTE reproduces in this connection a number of illustrations of the street railway plant through the courtesy of President Russell B. Harrison, and the "Street Railway Review," of Chicago. Several illustrations show the various stages in the construction of the wonderful track work on Ninth street, the details of which attract the attention of the street railway men of the world.

STREET CARS (W.V.)

DO NOT CIRCULATE

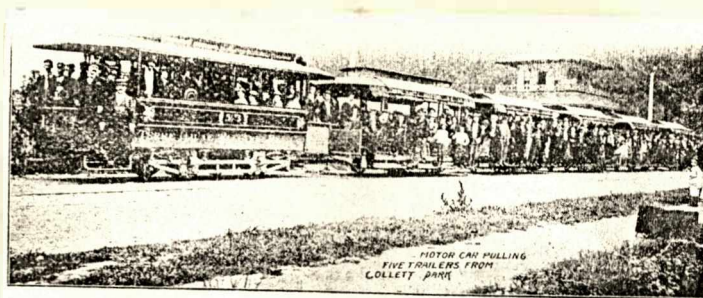


"Y" CURVES INTO THE POWER STATION



ASPHALT STREET

VIEW OF THE SOUTH SEVENTH STREET TRACK, SHOWING MANNER OF PAVING NEXT TO TRACK.



MOTOR CAR PULLING
FIVE TRAILERS FROM
COLLETT PARK

MOTOR CAR "FIFTY-THREE" PULLING FIVE WELL FILLED CARS.

WALKER, EDWIN W.

~~Dec 20~~ Business Man Dead. 1926

Edwin M. Walker, for several years general manager of the Terre Haute division of the Terre Haute, Indianapolis and Eastern Traction Company, was killed Thursday morning by being asphyxiated in the garage at his home at Schenectady, N.Y. News of Mr. Walker's death was received by A. F. Kivits in a telegram from Mrs. Walker. Mr. Walker for several years was head of the traction company's interests here and resigned about three years ago, to accept a position as president of the Schenectady Railway Company. He came here from Lockport, N. Y. He introduced the one-man street car in Terre Haute, one of the first cities to use this type.

W. C. Green

INTERURBAN SERVICE

TO BE ENDED MAY 24

MAY 12 1931

Notice is given this morning by Elmer Stout, receiver for the Terre Haute, Indianapolis & Eastern Traction Company, of intention to discontinue interurban service on the Clinton and Sullivan lines at midnight, May 24.

Notice of plans for discontinuing the lines follows an order issued last week by the Indiana Public Service Commission allowing the receiver to discontinue the two lines 10 days after filing public notice of such intention. The receiver had presented evidence to the commission of large losses sustained in operation of both the lines.

Community Affairs File

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T. H. STREET RAILWAY.

The Experts are Saying Terre Haute Has the Model.

Much Praise For the Track Construction of the System Here.

The Street Railway Review in a Long Article Compliments Prest. Russell

B. Harrison.

Lafayette December 22, 1894

Terre Hauteans are coming to pride themselves upon the excellence of street railway service in the city.

In less than a year's time such changes have been made on the electric system here, which was second-class, that it is now classed as a model of street railways in the country, not only by the general public, but by experts. In a recent issue of the Street Railway Review, a two-page article is devoted to the system, a special representative having been sent here for that purpose. The following extracts are taken from the Review:

"The track construction of the Terre Haute Electric Railway has long had a national reputation, and within the past few months other features of this road recently inaugurated by its new president, Russell B. Harrison, have attracted so much attention that the system was deemed worthy of a personal inspection by one of the Review staff. He was not disappointed in his search for ideas of value and interest to other street railway men.

"He found the service excellent as to frequency and speed. Employees, both conductors and motormen, are well trained to their respective duties. The rolling stock is being rapidly brought up to a high standard and the motor equipments are the greater part of them of the latest Westinghouse type. For a road electrically equipped several years ago this is a splendid showing.

"The first thing to attract attention was, of course, the magnificent system of paving used in connection with the T rail, which rail is used exclusively. The T rail is used with success in dozens of other small cities of this country, but a surprise is in store for those who think they have exhausted the subject of paving to T rail before they have visited Terre Haute. As far as track work and paving are concerned, it is safe to say that Terre Haute has the most beautiful street railway streets in the world.

Wabash avenue, the main street, is paved with brick from curb to curb. The street railway track is double on this street, and is of 60-pound Shanghai T rail. The ties and paving rests on seven inches of concrete. The paving and track have been down three years. The paving is as smooth as a floor, and the rail joints are scarcely perceptible. On this street, which was one of the first laid, a brick is used which fits up against the web of the rail and leaves a groove for the wheel flanges. On other streets large, hollow, corrugated blocks are used along the rail and the filling around the rail web, both inside and out, is cement and pitch. This, too, seems to give very good service, but the management says that the corrugated surfaces wear too fast. There is also one route on which the street is paved with asphalt, and the hollow corrugated blocks are laid on each side of each rail. The street presents a beautiful appearance. On none of the streets is the interference with team traffic as great as with a girder rail. It has also been conclusively shown that where, T rail is used the street traffic does not get in the way of cars as much as with girder. Managers who are struggling with a city council for permission to lay T rail would do well to arrange for an inspection of the work at Terre Haute. Some track is about to be laid with 72-pound rail on the Daniels steel ties (15 inch centers), with new and original brick paving, designed by Mr. Harrison. Mr. Harrison justly prides himself on the fact that this will probably be the finest piece of street railway track in the world. It will be unsurpassed for strength and smoothness. The Illinois Steel Company's Shanghai 72-pound steel rail, 6 inches high, is now used on all work, and gives universal satisfaction.

This road has the distinction of being the first to try the new No. 12 Westinghouse motor. The first pair was received last January, and put under a snow plow. Since then the cars in regular service have been equipped with them. It was found to be quite a problem to adapt the spring suspension to the trucks on hand. In fact the company had to work out its own salvation in this regard, as at that time neither the truck makers nor the Westinghouse Company had given the problem of adapting the motor to a particular make of truck much attention. The experience gained on this road has been very valuable to the manufacturers for future work. The Westinghouse new motor is so constructed that it will permit of nothing but the new method of suspension, and that suspension is a peculiar one. It is in effect almost as if the motor was hung from the car floor by a spring attached to the middle of the top of the motor frame. The method adopted for use with the Peckham

trucks, with which they are now equipped, is very satisfactory. There have been some fears that spring suspension would cause galloping and surging of the motors, and the writer confesses to have shared in these fears, but after riding many miles over the spring-suspended motors as used on this road, and having an opportunity to observe closely what action took place, those fears were proved groundless as far as the Westinghouse No. 12 Motor is concerned.

The management is making every effort to make the road a model one, and the effort is being crowned with success. It is well situated in a good business town of 40,000 people. It need hardly be mentioned that the fair grounds, which are reached by the street railway, contain a racing track, the fastest in the world, famous for its world's records, and what is of more interest to our readers, the great crowds which assemble there are handled so well that the efficiency of the service is frequently commented on by the press, and by all the strangers who visit Terre Haute. The Terre Haute Electric Railway is a model from the standpoint of the public, and worthy of the attention of all street railway men. President Harrison and Superintendent Burke are a great team of progressive wide-awake hustlers, and under their management the road is being made a most successful one."

HISTORICAL.

The First Mule Cars and the Changes in Ownership During Its Life.

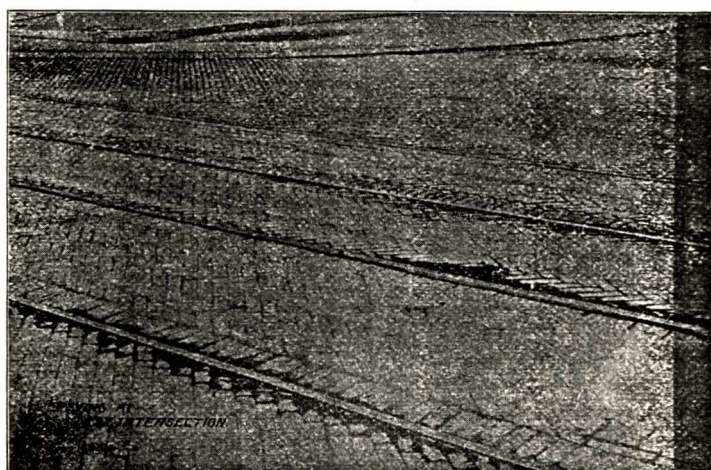
The Terre Haute Street Railway Company received its charter from the city March 20, 1866, and the first line, extending from the Union Depot to First street, was put in operation during the following year. Two cars were put on at first, and the equipment was increased from year to year. Mules were used as motive power, and the company was composed of men who were thoroughly interested in the growth of the city. It is said that for many years not a cent of interest was realized upon the money invested, and stock changed hands quite frequently. The original stockholders, however, held the controlling stock, when, in 1889, the road was sold entire to a party of citizens of Terre Haute. The following officers took charge of the Road on July 17, 1889: R. W. Rippetoe, president; Willard Kidder, vice-president; L. D. Thomas, secretary and treasurer; P. P. Thomas, cashier; M. F. Burke, superintendent.

In the fall of 1890 the system was changed to an electrical line, and early in January of the following year the first electric car was run over the streets of the city. The event marked an impor-

tant epoch in the history of Terre Haute. The line was operated by this company until 1893, when the present company, with Mr. Harrison at the head, assumed control. The original franchise extended until 1898. This was amended in 1888 to permit the use of electricity as a motive power, and the date of expiration extended to 1938. The franchise covers all streets of the city, but the city council does not appear to be of this opinion. The line carries, it is estimated, between 2,500,000 and 3,000,000 passengers annually.

In 1870, George Palmater was made superintendent of the lines. Then followed Ross Martin, R. J. Sparks, Capt. J. W. Haley, M. V. Hunter, Joseph G. Elder and M. F. Burke. Mr. Burke, on account of more and varied duties in connection with the company, has well earned the title of "General Manager," recently bestowed upon him by the company.

Mr. Perry Thomas, the present assistant secretary and cashier, has been connected with the company since 1889, and with the exception of a week spent at the World's Fair, he has never lost a day from the office. This is made all the more remarkable by the fact that his duties are many, and hours of service very long.



SAMPLE OF PAVING BETWEEN TRACKS.

Sullivan and Clinton Service A b a n d o n - ment Ordered by Public Service Com- mission Soon After Hearing — No Pro- tests Made.

MAY 9 1931
INDIANAPOLIS, May 8.—(AP)—

The Public Service Commission late today ordered the abandonment of service on approximately 35 more miles of Indiana traction lines when it directed Elmer W. Stout, receiver for the Terre Haute, Indianapolis & Eastern Traction Company to discontinue service on both the Clinton-Terre Haute and Sullivan-Terre Haute divisions of the company.

The order is effective after 10 days notice by the company to the patrons. The Clinton line is approximately 13 miles in length and the Sullivan line is approximately 23 miles.

Hearing was held early this week by Chairman John W. McCardle, who wrote the order, and Harry K. Cuthbertson. No one appeared to protest, although the Terre Haute officials appeared as interested parties.

The commission previously has authorized the abandonment of 173 miles of lines of the T. H., I. & E.

Commission's Comment.

In connection with the T. H., I. & E. abandonment, the commission made the following comment:

"The commission is compelled to take judicial knowledge of the fact that the large majority of interurban and street railway companies in the country, many of which are more advantageously located from the standpoint of revenue than the petitioners' properties, are failing to make a satisfactory return. Conditions are decidedly unsatisfactory for all transportation lines, especially interurban railways and without sufficient revenue, cannot hope to continue in operation."

How The Interurban Lines And Electricity Came To Terre Haute

7-4-48 1948

By A. R. Markle.

(A Continuation of the Story of the Electric Light in Terre Haute.)

Russell Harrison, son of the ex-president, came to Terre Haute and starting with the street car system built a competing light and power company that took away from the old light and power company, owned and operated by local capital, their largest source of revenue, the lighting of the streets.

Following this, he organized the Citizens Electric Light and Power with himself, Michael F. Burke, superintendent of the arilway system and J. G. McNutt, a local attorney, as the directors. By this means the city which had long needed a more extensive light and power system, found itself with two fiercely competitive organizations engaged in a war to death. The older company had not been able to serve outside a limited field owing to the difficulty of conveying energy over a wide field.

Trolley Lighting.

In default of other service current from the trolley lines was used to operate industries and commercial establishments that desired power to run motors. Elevators in down town stores, printing houses, factories and like operations were using the high and dangerous energy because there was no other source available. The grandstand at the Fairgrounds and even St. Patrick's church at Thir-

teenth and Poplar used this means, the latter being the first church to be electrically lighted, through the assistance of Mr. Burke of Father Schnell's parish.

The effect was married by the fact that the lighting varied with the coming of the street car down Thirteenth street, its progress from Wabash avenue being announced by the dimming of the lights that marked each start and stop. The opening of the new Hulman & Company store was announced by the first electric sign in Terre Haute. A large "H. & Co." atop the building was energized by current from the trolley.

Two New Lighting Systems.

To secure the lucrative business outside of the downtown territory, both companies installed alternating current systems, capable of almost limitless extension and a bitter fight for survival finally threw both of them into receivership. For the new organization the end came when an early morning visit of the sheriff caused the largest of the car system's units, the sweeper, to be chained to the track by a lien on the property for unpaid taxes. The old company did not long survive and the remains of both were acquired by an agent for Stone and Webster, a Boston firm of enegineers who were engaged in buying run down plants, rebuilding them into paying ones and operating them successfully.

Judge Jump, Receiver.

Joshua Jump, a well known attorney, became receiver of the newer company and tried earnestly to solve the financial puzzle that faced him. A lovable character, a brilliant attorney, he took over the office vacated by Harrison and replaced the sign that had adorned the office door. This had read "Harrison In" or "Harrison Out" as the occasion called for. The judge changed this to read: "Jump In" or "Jump Out," and it required a lengthy explanation to satisfy him that there was anything to laugh at.

In his final report to the court on his handling and disposing of the affair, he delivered a critical charge of the handling of the companies affairs by Harrison, that he held to be guilty of about everything that could have been done to wreck the corporation.

Big Business Takes Over.

The new owners and operators at once started to expand the property. One of the first steps was to extend the railway lines into new territory. To the existing line to Brazil was added a line to Clinton. Because of the labor situa-

tion the company could not accomplish this and the Columbia Improvement Co. took over the work. When this line was complete, the line to Paris was started and built as far as St. Mary's. While this work was in progress another rival saw the benefit of a line to Sullivan, was granted a franchise by the city and the promoter left for the east to enlist the needed capital.

The construction of the Paris line was continued with a skeleton force, the poles, wires, rails and ties needed, were diverted to the Sullivan route that amateur surveyors, the paymaster and two timekeepers selected until a crew could come from Boston and when the would-be bulider returned ready to begin work, he found cars operating as far as Pimento on what he thought was to be his system. When the line was compete to Sullivan, work was resumed on the Paris line. The growth and decline of the interurban system is another story, not particularly a part of the electric light, here.

(To Be Continued).

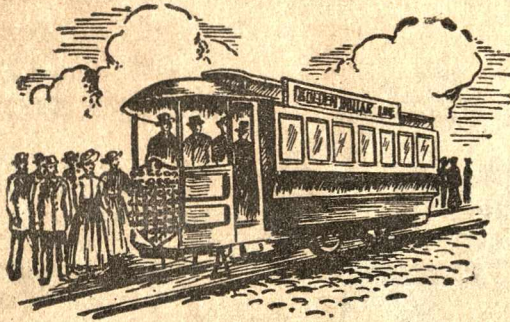
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TERRE HAUTE, INDIANA

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THRU THE YEARS WITH INDIANAPOLIS



When the news of the use of electricity for street car transportation reached Indianapolis the city council, on Dec. 18, 1889, passed an ordinance granting the right to electrify the car lines, and in June, 1890, the first electric street cars were operated on the Illinois line, to the excitement and delight of the citizens. By 1894 every horse or mule car had been discontinued in favor of electricity, 'though many mule conductors quit rather than drive a car using "bottled lightning"; the last car line to be converted being the stockyards line; and that year 67 mule cars were given away for playhouses.

TROLLEY LINES IN TERRE HAUTE

The Indiana Post - August, 1945

By JOHN R. GIBSON

Older people have almost forgotten and the younger generation will not remember the clanging confusion of trolley cars travelling over the city streets. But a few years ago, it was very common occurrence and lucrative to their owners. In June, 1939, the receivers changed over to busses and tracks were torn up, wire brought down and sounds of electric motors, gongs and wheels and steel rails disappeared.

Many successful men in Terre Haute owe their start to the old street car system. Many a green and gawky youth from the backwoods got his start by "street-carring" as the management was partial in hiring them in preference to smart city lads.

The first city lines were laid in 1866 after the Civil War. Rails were brought in by the river from England by way of New Orleans. The first directors of the company were W. R. McKeen, D. W. Merkel, J. F. Scott, Josephus Collett and Chauncey Rose, among others. For twelve years, we had mule driven cars. The main line started at 19th and Wabash where a person could catch a narrow-gauge steam railroad going to the Fairgrounds which was always jumping the track and had to be helped back on by the passengers. This line ran to 3rd and Wabash then south on Third, which was still regarded as the Main street as

it was laid out to be "way out in the country" to Osborn street.

Another line gave service from the old Evansville and T. H. Railroad station at 10th and Chestnut to the Prairie House at 7th and Wabash located where the Terre Haute House now stands. The drivers on this line had to hitch and unhitch their mules while the ones on the main lines did not. (I could not find who took care of this for them or who did the feeding and currying but evidently they had hostlers at the stable.)

In 1888, Josephus Collett gave his wood pasture, lying between 6th and 9th streets, north of Maple to the city for use as a park and provided \$2,500 for a street car line to run to it. This was accomplished that year and the lines were electrified by current from the power station at 9th and Cherry streets. The old mule drivers were displaced by motormen who could use a lever and change a trolley. Some of them were able to master the new machine and stayed on for years.

Later, lines were laid beyond Twelve Points on north 13th and Locust street to 25th and when malleable plants and the stamping mill began to operate, a line was built north on 19th street from Locust which was the heaviest ridden line in the city. South 7th street had a line to Hulman which connected
(Continued on Page Four)

17 p1

Trolley Lines In Terre Haute

(Continued from page one)

with south 3rd by way of Wabash avenue. East Wabash line was extended to Highland Lawn cemetery and after the new bridge was opened over the Wabash, ran to West Terre Haute. Two other lines were operated on north 4th to 8th avenue and on south 17th. They also extended the depot line on south 9th to circle the once beautiful park at the new Union station.

At the beginning of this century, many interurban lines were built by Stone Webster, connecting us with Paris, Ill., Brazil, Clinton and Sullivan. The Brazil line was connected with Indianapolis which was for years the largest interurban center in the world.

But the arrival of the automobile heralded the death-blow to electric transportation. The many private-owned cars and rival busses were too keen competition and the company went into a receivership which abandoned the interurban lines and after trying to make it with one-man cars, decided to operate with busses. So after years of battling hostile mayors, city councils and jitney busses, the street cars became a thing of the past and "night owls" who gathered to catch the 12:51 at 7th and Wabash, going in all directions, found that they had to go home earlier. Tracks were torn up and sold as junk, probably ending up in a Japanese war plant to make cannon, and the street cars were sold as shacks to squatters or as sandwich stands which we now see by the highways.

Terre Haute Was Interurban Center In The Early 'Nineties

WHISTLE STOPS ON THE INTERURBAN.

By A. R. Markle.

Our first contact with the interurban system really does not touch Terre Haute as it ran only from Harmony to Cottage Hill, one-half mile west of Brazil. We have very little history of that line, but it was in existence several years before the line built from Terre Haute reached Cottage Hill and reconstructed the old line for the use of the new system.

This was the first interurban line out of Terre Haute and must have been completed by 1900. It was part of the system founded here by Stone and Webster, but in 1903 work was begun on a line to reach Clinton. Following this came a line projected to reach Paris and a separate corporation known as The Terre Haute and Western Railroad covered that portion of the line from the state line to Paris.

A Surprise Move.

During the construction of this latter line a promoter with eastern connection procured a franchise from the City Council to build a line to Sullivan. This promoter went east to get the financial support necessary for his venture and in his absence the Stone and Webster organization diverted all shipments of poles, wire, rails, ties, and other material necessary and had them shipped to points on the Evansville and Terre Haute Railroad which paralleled the proposed route to Sullivan.

There was nothing in these shipments to connect them with the Stone and Webster outfit, and work which was started at once was apparently a continuation of the promoter's work.

When this individual had secured the necessary backing and returned to Terre Haute he was more than mildly astonished to find a great deal of work done that he had expected to do with his organization. He then abandoned his project and it was completed to Sullivan as a part of the Stone and Webster system. Work was then resumed on the Paris line.

In the meantime, the Brazil line had been rebuilt and became the start of the line which eventually reached Indianapolis. There through a great system of interurban lines one could reach New England points by trolley, though it was never explained why anyone would be rash enough to attempt such a tour.

A State Wide System.

With the organization of the Terre Haute, Indianapolis and Eastern Traction Company it was possible to reach a great deal of Indiana and a few points outside the state. This system radiated from Indianapolis and was divided into six divisions called the Northwestern, Eastern, Martinsville, Danville, Brazil, and Terre Haute Divisions.

The Northwestern Division included lines to Lafayette and Crawfordsville. The Eastern Division included lines to Richmond and New Castle. The Martinsville Division reached only to Martinsville, and the Danville Division terminated at Danville.

The Brazil Division connected with the Terre Haute Division which included Clinton, Paris and Sullivan.

Passenger Fares.

In the Terre Haute system fares were on a zone system which started with the Brazil line. The franchise of this line granted by the Vigo County Commissioners provided that the fare between Terre Haute and Brazil should not exceed fifteen cents for one way or twenty-five cents the round trip. However, in practice one paid twenty cents because the Company required an additional five cents from the zone limit to any point inside either city. Then transfers were given to ride city lines, but the city lines did not give transfers for the interurbans. In later days the minimum fare was fixed at ten cents for any distance and eventually a passenger tariff fixed the fare on a mileage basis.

The Whistle Stops.

In many instances the motorman would stop almost anywhere that the passenger desired, but these points became so frequent that regular stops usually known by number were established at points a mile or so apart and were given a different "stop" number. However, many of these stops were given names that bewildered the stranger who looked out and saw nothing, in many cases not even a building, where he assumed there was at least a cross roads store.

Some of these names might indicate a nearby land owner or almost any other source. For instance on the Terre Haute system was Allendale, our near-by suburb. Ferguson Crossing on the Paris line was named for the family of that name who lived on the adjacent hill and which later became Stop Four.

Carl Avenue, a street in a subdivision; Numa, a point on the Wabash and Erie Canal north of Terre Haute and Turman's Creek, a historic spot in Sullivan county.

East Germantown between Indianapolis and Richmond had its post office name changed in the days of World War One to Pershing, and in more sane days when the people asked the post office department to restore their original name they were refused on the grounds that the people should be consistent. The post office remains Pershing, but the town remained Germantown. Farther east is a town known as "Ogden," named for a general of that name who helped construct the National Road. Another name, just east of Indianapolis, is Cumberland, a one time stage coach station on the Cumberland Road in Indiana, later known as the National Road.

Almost any community of any size on this wide spread system, no matter what the name, was a station though it seldom had a ticket office and all freight was prepaid. The numerous unnamed stops, which in many cases were

only road crossings, were actually "whistle stops," where one half mile away the motorman sounded his air chime, the successor of the steam whistle, and people desiring to board the car stood at the side of the track and waved their hand in the daytime or burned a newspaper torch at night to attract his attention.

To many hundreds of the elite patrons of the road, these "whistle stops" were a joke and merely something to liven conversation at parties, but to thousands they meant home.

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FAREWELLS SAID TO STREET CARS

Final Trips Early This Morning
Mark Passing—Busses In Service Today.

Kent Fitzgerald, vice president of Terre Haute City Lines, who is in Terre Haute supervising taking over the motor bus service, said:

"We are much impressed with this enterprising industrial and educational center.

"Our future is now linked with the prosperity of Terre Haute. Naturally we will do all we can to promote the welfare of this community."

A different tone in the usual clamor of the city was noted in Terre Haute Sunday morning. The clang of iron wheels, the rattle of the current feeder over suspended wire and the jarring bump of the old street cars that have for many years brought Terre Haute citizens transportation facilities had given way to the hum of rubber tires and the purr of muffled motors.

Terre Haute's last three street car lines—South Seventh, North Nineteenth and Wabash avenue—were abandoned with the "goodbye" trip this Sunday morning at 1 o'clock and on this trip several Terre Haute citizens made a pilgrimage ride, a sentimental gesture of farewell to the old method of city transportation.

This morning the new motor coaches of the Terre Haute City Lines, Inc., were in operation and again several Terre Haute citizens vied with each other in riding the first motor coach serving their district.

A fleet of 36 new motor coaches with a few of the busses already in use will now furnish the transportation for the city. The new coaches are larger and more comfortable than those that have been in use on some of the routes where the street cars had previously been discontinued. The new coaches are painted a vivid yellow and have white tops and white and black trimmings. Most of the new coaches seat 29 passengers. They have two doors, one at the front where patrons enter and drop their 5 cent fare into an electric change box.

Transfers One Cent.

If a transfer is desired it may be obtained by handing the bus driver a penny. No pennies are to be dropped in the change box. At the side of the coaches is a double door which opens for the exit. This exit is operated automatically by the driver.

With the three new motor coach lines added to the other bus lines that are serving the city some changes were required in the routes and time for the motor coach service. A complete route and time schedule is published in the Sunday Tribune-Star on pages 14 and 15 and this schedule points out that East Wabash line busses will keep the same route, with the busses running across the city from High-

land Lawn cemetery to the court house. There they will circle the block and return. The North Nineteenth street car line will be replaced by busses, which will run the same route north of Wabash, run west on Wabash from Thirteenth street to the court house and return.

At Nineteenth and Locust street the feeder lines will be kept with busses from Nineteenth and Locust east to Twenty-fifth street, and north on Twenty-fifth to the Duane Yards and return. The other feeder will run on Nineteenth from Locust to Fourth avenue, east on Fourth avenue to the Pennsylvania Yards and return.

One of the major changes will be on the South Twenty-fifth street line and the West Terre Haute line. The South Twenty-fifth street bus will turn north at Eleventh and Ohio streets and run to Wabash.

Instead of going to West Terre Haute it will run from Eleventh and Wabash to the court house and return.

South Side Change.

The south side line will run to West Terre Haute instead of turning around at the Traction Station as at present. It will turn west at Ninth street and Wabash avenue and run on to West Terre Haute. The present route will be maintained south of Wabash avenue.

The South Seventh street line will be extended several blocks farther south, the end of the line being at the filling station just north of the S. I. Railroad crossing at Margaret avenue. It will run to Wabash on Seventh and west on Wabash to the Court House and return.

No changes will be made in the Twelve Points line or the line which now runs from Seventeenth and Hulman streets to North Third street and Maiden Lane.

The North Thirteenth street line will be changed slightly, with the busses running south from Spruce street on Ninth street to Wabash avenue, then west on Wabash avenue to Third street and on south to the end of the line at Preston and Prairieton avenues.

According to John Hlatt, 81 years

old, a retired street car operating veteran, who back in 1888 was the driver of a mule car on the main line of the transportation system in Terre Haute, the mule cars were driven in Terre Haute until Jan. 6, 1892. Then came the electric cars—some of the earlier electric car models were of the open type with long seat. About 1895 the center aisle type car came in and the "old timers" have watched with interest the change from "horse and buggy" days to the present luxury motor coach days.

The question of the taking up of the old rails and the taking down of the overhead wires used by the street cars and the question of the repair and refinishing of the streets where the old tracks were placed was covered by an ordinance passed by the Terre Haute city council some time ago. Under the ordinance the city for a designated sum and for the old material that could be reclaimed, agreed to take up the rails, take down the trolley wires and to repair the streets. This agreement was objected to by a suit filed in court and the matter is now in court for adjudication.

Community Affairs File

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Last of Mule Car Drivers Sees Another Transit Era Start

John Hiatt, 81-year-old retired street car operating veteran, sat in a porch swing at his residence at 2445 Liberty Avenue Friday afternoon and leisurely discussed a half century of progress of transportation in Terre Haute.

Terre Haute will see its street cars operating for the last time tonight. It will be the second time in fifty years Mr. Hiatt has witnessed abandonment of an old system of transportation and inauguration of a new one.

The veteran street car employee began working in Terre Haute Jan. 1, 1888, as a mule car driver on the "main line," which at that time ran from Nineteenth Street and Wabash Avenue — then "way out in the country" — to Third and Osborne streets. Mule cars had been operating in Terre Haute for several years when he started.

Mr. Hiatt is the last survivor of the group of men who ran mule cars here. He was 20 years old when he took up the reins and had just

been discharged from the United States Army at San Antonio, Tex., after fighting in Indian Wars in New Mexico and Arizona. He came home on a Christmas vacation and had an offer for a commission if he re-enlisted within ninety days, but his mother wished him to remain here and he stayed.

Mr. Hiatt tells his own story about the progress of transportation in Terre Haute:

"You see we worked a long week and a short week in those days. The "short" weeks were 110 hours and the "long" ones 120. We started later in the day during the "short" weeks. The mules and cars were kept at Ninth and Cherry streets and each morning when we went to work they were hitched and ready to go. Every two hours our teams would be changed. The cars had to be turned around on turn tables at the end of the line. All lines had turn tables at either

end except the Union Depot, which was located at Ninth and Chestnut streets then. The drivers on that line had to unhitch the team and hitch up at the other end of the car every run.

"You know some of the new mules as they were put into service were onery animals and it was a job to get them to work right at those turn tables.

"Well, I drove mule cars until Jan. 6, 1892, and then they brought the electric cars. That was a big change and people would run out to watch the cars go by like they ran out to see airplanes when they were new. I operated electric cars from then until I retired. It wasn't long after electric cars came here that the first interurban line was built. That was a line over to Harmony, Ind. After that line went in during 1896 others were built later to Clinton, Paris and Sullivan. Then Indianapolis built a line over to New Harmony and the traction lines in western Indiana thrived for several decades.

"I remember that when I first started working on the mule cars passengers were not given transfers. It cost you a nickel every time you boarded a car. Then we started transferring passengers by sight. We would stop at a line junction and clang our bells for the other car to wait. Those who were going from one car to another would be 'passed' by the driver of the car they left to other by a nod of the head.

"Transfers, clumsy pieces of cardboard stamped with the date, were put into use about 1892. A pocket full of those would not be very many.

"Most cars were open at first. No center aisle cars were used until about 1895. Prior to that seats were all on one side. Then early in the 1900s a group of new open Summer cars were purchased here. They used them on the interurban lines at first, as well as on city lines, but so many people were injured by sticking out their hands and heads that they were soon confined to city use.

"When we drove those mule cars I remember how tired I got of standing up. As long as we were on Main Street we had to stand up. Driving from early morning until after 10 o'clock at night was tiresome. We quit earlier then. The last car was in the barn at 10:24. We took twenty-four minutes off for lunch and the same time for supper. Of course, this was all a long time ago.

"I was one of the first to run an electric car and saw forty-three years of service with the traction companies here before I retired."

Mr. Hiatt said abandonment of the electric cars here after more than forty-seven years of service brought many memories to him, but added that "we must keep up with the times."

Community Affairs File

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VIGO COUNTY PUBLIC LIBRARY

TERRE HAUTE, INDIANA

...an application for
nel for the city in the
any cases without first
nan and therefore their
ed and they could make
ons at all."

the City's Fight.

works fight is the city's,"
Allen, "and they have a
e the man to do the

Duffin is the man who
you change his mind in
hiring of this Chicago
ly," continued Mr. Allen,
a reason for my state-
ever suggest that the
issue be used for any-
natories and parks, but
nd of the citizens in the
Albert Lange and the
ools for sewers is being
ese men with the hope
nd will become so great
the \$70,000 bond issue
or this purpose and then
that they favored ex-
city's money for public
instead of parks, and
us objected."

ated that the cost of the
is nearly \$1,500 and that
represented by children
ools was about two

or the parents of these
hey cannot have sewers
are not going to have

"He referred to the
id been made that no
be put in in any part
re paving was not to be

or Is Not Informed.

ated that the mayor
med as to the exact
city's finances when u
e said that amounts ap-
the different depart-
un out before the year
that this was simply a
ent the council making
ents and getting the

ent is not substantiated
ller Duffin's figures of a
which show that it took
run the city for five
a same rate there would
t the end of the year of
h would revert to the
The original appropria
1954."

ret to the whole delay
ating of the waterworks
ic improvements which
been suggested," Mr. Al-

money.

"That is my position in the matter
and the only reason I opposed any
action to employ Mr. Morgan."

CIRCUS CROWDS WAIT WHILE CARS ARE DEAD

Power Plant Fails and Those Out For Parade Are Stranded Far From Route.

Because of low water in the river,
the condensers of the Water street
power plant of the traction company
went dead at 10 o'clock this morning
and delayed traffic on all lines for
more than half an hour. Hundreds of
persons in the farther portions of the
city sat on the cars and anxiously
awaited the return of the power so
that they might view the circus par-
ade.

The Ninth street station of the com-
pany, which has been used but very
little in the last year, was started up
to provide power.

LEWIS GOES TO ALABAMA

With Other Officials Mineworkers' Head Goes to Birmingham.

INDIANAPOLIS, Aug. 28.—President
T. L. Lewis, Vice President John
White, Secretary-Treasurer W. D.
Ryan and W. R. Fairley, Alabama
member of the national executive
board of the United Mine Workers,
have gone to Birmingham, Ala. It is
said that Mr. Lewis and Mr. Ryan
have gone to Alabama to make a per-
sonal examination of the actual con-
dition in that state. Mr. White, who has
been in direct charge of the Alabama
strike, and Mr. Fairley, as an execu-
tive board member, came to this city
from Alabama several days ago to
talk over the situation with Mr. Lewis
and Mr. Ryan.

Mitchell Won't Speak.

NEW YORK, Aug. 28.—John Mit-
chell, former president of the mine
workers' union and now chairman of
the trade agreement department of the
National Civic federation, said to-
day that he has refused all requests to
make speeches during the campaign.

diana operators are more up-to-date
in machinery used than the operators
elsewhere. There are more electrically
operated mines; more modern drilling;
more modern hoists and ventilating
plants. In fact, I think the Indiana
mining system is the best I have ever
seen for soft coal mines."

As to the quality of the coal and its
availability for coke and gas produc-
tion, Mr. Harrison was not so op-
timistic. Indiana coal is good, par-
ticularly as a steam coal. It is con-
stantly gaining friends in the east, he
thinks, because of its good steam
making qualities and its cheapness. He
does not, however, think it will ever
make a strictly first-class gas pro-
ducing and coke producing coal.

Will Make Good Coke.

"It is not the right kind of coal for
the best class of coke," said Mr. Har-
rison. "It will, of course, make a
good quality of coke, but the quality
will be second—not first. This coal is
not hard enough to make first-class
coke. And, since it will not make
first-class coke, it will not be the best
coal for gas making. It will produce
gas, of course, but there will not be as
much of it as with better coal and
there will not be as much illuminating
and heating power in the gas.

"The mines are fine, here, and the
coal is fine for steam purposes. It
will make fair coke and fairly good gas.
With those conditions, there is every
reason, I think, why Indiana mining
should double in the next few years.
I have found much territory in the
state that is as yet untouched by mines
and under which there is an abundance
of good coal. The outlook for In-
diana's coal business seems to me to
be better than for that of any other
state, because of the good qualities of
the coal, the ability with which it is
handled, the surplus territory and the
name the coal is making for itself as a
steam coal."

Mr. Harrison has practically finished
his work here and will leave for Mis-
souri in a short time, to investigate
some mines in that state.

STATE FOOD INSPECTOR HERE

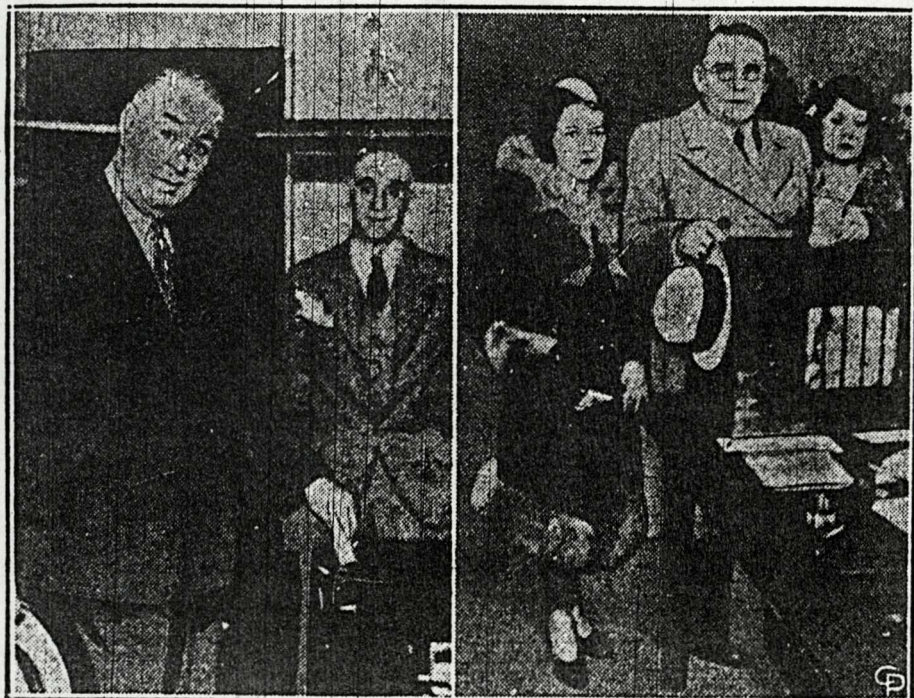
Samples of Milk Collected and the Dairy Cows Inspected.

Arriving in Terre Haute at 9 o'clock
this morning, State Food Inspector
Owen of Indianapolis, in company with
the Terre Haute district inspector, Dr.
McIntosh, began to make the rounds
of the local dairies. Samples of the
milk sold by Terre Haute dairies and
offered for sale by the retail mer-



TRACTION LINES

AS VICTOR AND VICTIM CAST THEIR BALLOTS



—Central Press Telephoto.

Chicago's mayoralty candidates are shown above as they cast their own ballots in one of the most intense political contests in the history of the windy city. Left is Mayor William Hale Thompson, seeking re-election on the republican ticket, and right is Anton J. Cermak, democratic nominee, accompanied to the polls by his daughter, Mrs. Floyd Kenley. Cermak wins by over 100,000 votes.

THOMAS WILL CASE IN PROBATE COURT

Instrument Attacked On Grounds
That It Was Unduly Executed
By Testator.

An interesting will contest is being tried in Probate Court, that in which Edgar Thomas contests the will of Elva Wallace Thobac, who died April 20, 1930. The will, or the document purporting to be her will, was executed April 12 and the

NICK LONGWORTH IS SERIOUSLY ILL

Speaker of the House Suffers From
Pneumonia Attack While
Visiting In South.

AIKEN, S. C., April 8.—(A)—Nicholas Longworth, for six years speaker of the house, lay seriously ill here today from pneumonia. Mrs. Longworth was at his bedside. The former Alice Roosevelt arrived here this morning to be with her husband. She was summoned last night after physicians attending Longworth revealed a heavy cold he had had for ten days developed into

BALTZELL HEARS BANKRUPTCY CASE

Civil Docket In Federal Court
Taken Up Wednesday Morning
—Criminal Cases Finished.

Indications that spring term of Federal Court in the Terre Haute division would continue until at least throughout Thursday were seen with the opening of the civil docket this morning. The criminal docket was completed Tuesday at noon and

LOCAL INTERURBAN SERVICE TO BE CUT

Sullivan and Clinton Divisions of
Traction Company to Be
Abandoned Soon.

Special To The Tribune.

INDIANAPOLIS, April 8.—Authority has been granted to the receiver of the Terre Haute, Indianapolis & Eastern Traction company to petition the public service commission for permission to abandon the Terre Haute-Sullivan and Terre Haute-Clinton divisions of the company.

Judge Russell Ryan of superior court late yesterday issued the order to the receiver granting authority to take steps to abandon the two divisions.

The receiver informed the court the Terre Haute-Clinton division was operated last year at a loss of \$43,348.96, while the Sullivan division was operated at a loss of \$50,092.

The petition for abandonment is to be filed with the public service commission immediately.

Abandon Other Lines.

Other lines of the Terre Haute, Indianapolis & Eastern Traction company entering Indianapolis from the east and northwest also have been abandoned or are awaiting authority to give up service.

Competition of motor buses in addition to the increased use of private automobiles is assigned as a reason for the company's action in curtailing its interurban service.

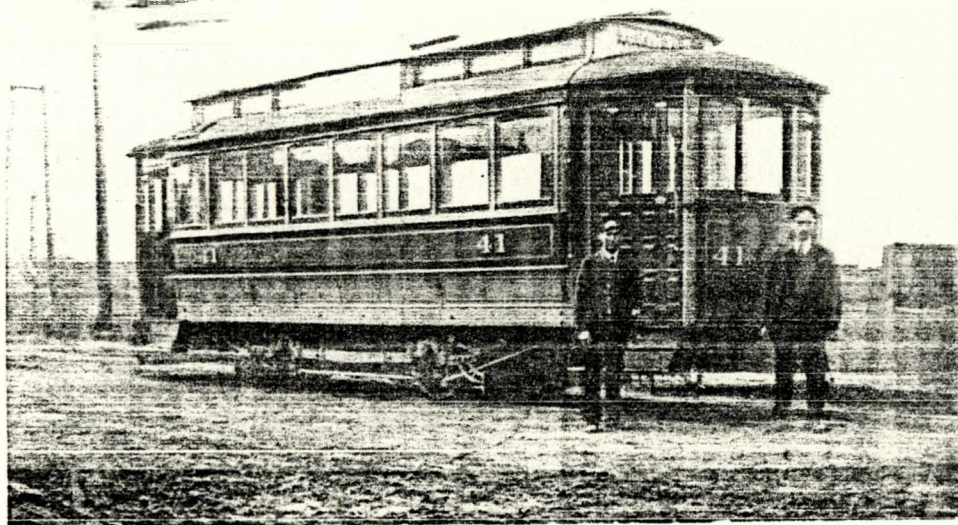
While the traction company cannot discontinue service on these lines until action has been taken by the commission it is assumed that the showing of loss in operation will result in an order for immediate cessation of service between Terre Haute and Sullivan and Clinton.

"IRON LUNG" BOY LOSES LIFE FIGHT

EVANSTON, Ill., April 8.—(A)—Charles Caughey, 7, the "iron lung" boy so called because he spent 11 of the last 31 days in an artificial

Rotogravure Section.

June 12, 1966

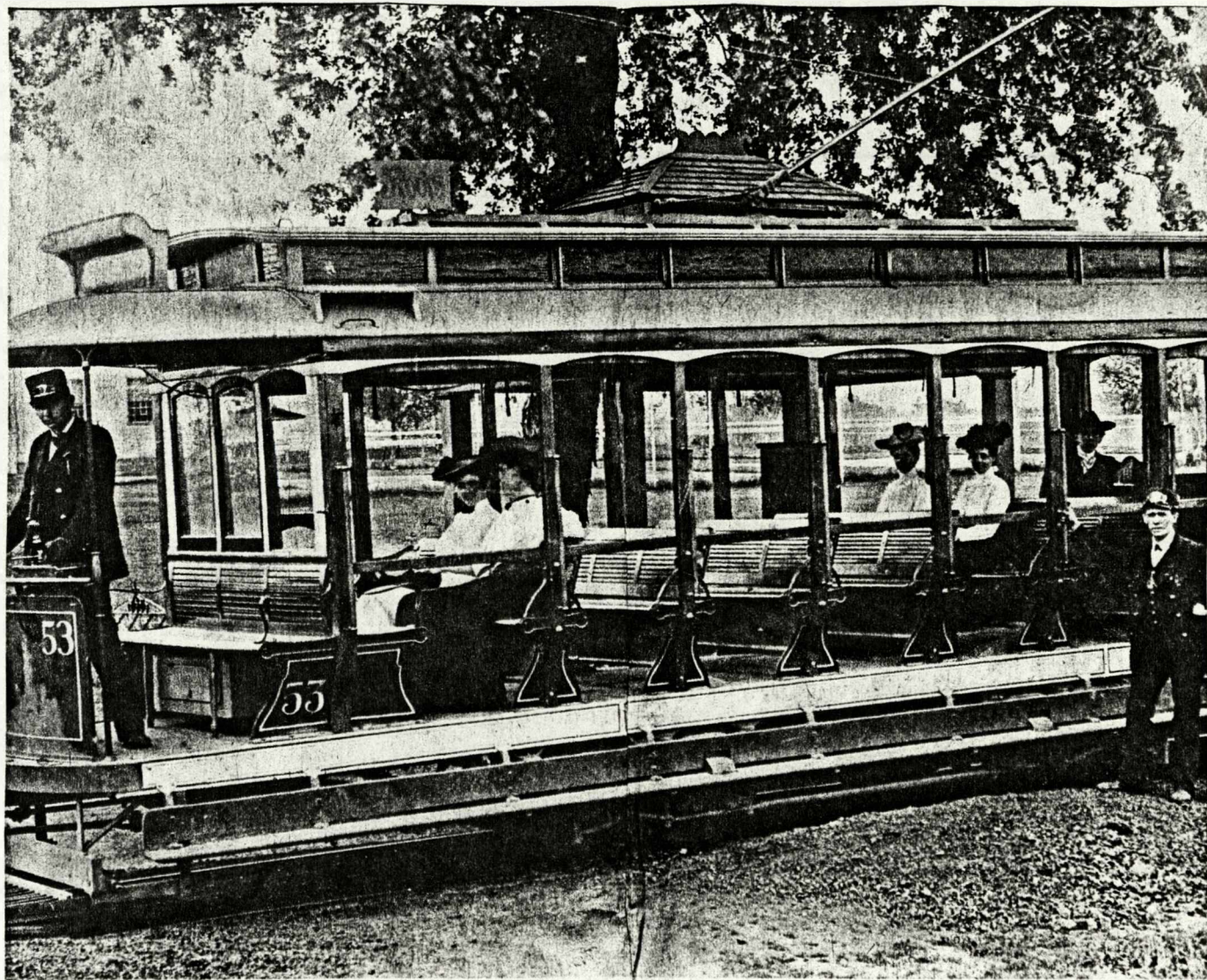


NO. 41, SOUTH 7TH—This 1909 vintage photo (left) shows conductor George Rapson and a motorman named Shuster with the first car to leave the car barn each morning at 4:15. The trolley ran down South 7th and South 3rd Sts.

The Terre Haute Tribune-Star.



WABASH AVE. CAR—Rapson poses again, this time with a motorman named Burk and the larger, interurban-type car. This electric unit ran from West Terre Haute to Highland Lawn.



SUNDAY RIDERS—This picture was shot at the old fairgrounds (the present Stadium grounds) on the eastside. The young lady on the right side of the back seat is Kate McCade, long an employe of the Terre Haute Water Works. The conductor standing along side the car was Ora Champ. The date of this photograph was believed to be 1900 or earlier.

Streets Cars Pass Out Here; Some Memories of Early Days

TRIB

June 4, 1939

By A. R. Markle.

THE closing down of the street car system in Terre Haute last night marked the last chapter in an almost obsolete form of rail transportation that began so far back in Terre Haute history that there are probably less than a dozen men now alive that saw its birth more than three score and ten years ago.

The Terre Haute Street Railway Company was incorporated March 6, 1886, with William B. Tuell, Chambers Y. Patterson, Burwell H. Cornwell, Delos W. Minshall, Wm. R. McKeen, John H. Barr and John T. Scott as the first directors. They chose Barr as president and he immediately applied to the council for a franchise to operate cars drawn by horses on a single track with the necessary sidings and switches on such streets as might be convenient and suitable to convey passengers.

The right was granted March 20, 1886, and very soon after a line was in operation from the old Union station at Tenth and Chestnut streets to the Terre Haute & South Eastern Railroad at First street. The station of this line was on the west side of First street a little north of Wabash and the cars bore the title, "Depot, Main and First Streets."

For a few years this handled all the traffic that offered but when the Indianapolis & St. Louis Railroad separated from the other roads and operated its own station at Sixth and Tippecanoe streets, the line from Wabash to that station was built.

More than a dozen years later this was extended to Locust street and east to Thirteenth street to serve the needs of the Poly students and the residents of that rapidly growing section.

About this time Josephus Collett offered to give the city the greater part of what is now Collett park if others would raise \$2,500 toward the building of a street car line from Main street to the proposed park and while the money soon became available, many of the subscribers attached conditions that the line should be run on Seventh street and others on Eighth street and all of them agreed that the line should be built by January 1, 1883.

Collett's Generous Gift.

A new subscription paper was then circulated requiring the line to be built by Jan. 1, 1884, but this too was unsuccessful in inducing the Street Car Company to accept the money and build the line.

Finally, it is told, Collett, who was a director in the company, built the line himself in the absence of the other directors, using rails bought from a coal mine and a carload of ties laid on the street with only enough earth for ballast to enable the mules to travel between

the rails, and when the other directors refused to sanction the construction and told him he could pay for it himself as the company would not, Collett agreed and said that he would extend it to Wabash himself instead of stopping at Locust.

With the shoe on the other foot the directors concluded that while competition might be the life of trade, they wanted none of it in theirs and accepted the line. As it developed in later years, this was far the most profitable division of the system.

For several years the new game of baseball had been played on the stretch of land east of Ninth and north of Locust streets, but with the sale of lots there as the town grew north and the attendance increased, a baseball park was built at Eighteenth and Wabash avenue and in response to expected business, the street car line was built from Eighth street to the park.

In 1885, with the opening of Coates College and perhaps also to handle the crowds that frequented Hulman park on the east side of Third between Osborn and Hulman streets, the line was extended from Wabash to Osborn street.

A few years later, Diana Kearney, widow of a Mexican war officer who had recruited a company of cavalry here, sold two lots on Seventh street near Seabury to the street car company for \$1 and "other considerations," one of them being that the company should maintain and operate a street railway to Seventh and Hulman streets, "otherwise, this transfer to be null and void."

Electric Cars Come.

The system was electrified in 1890, but for some time the mules served as motive power on a few branches of the line, one of them being a branch that extended from Eleventh and Wabash to Poplar street, then to Thirteenth and south to a little below Crawford street to serve the old Nail Works.

About 1885 the line to the Union Station was moved from Eighth street to Ninth street, the new stable being built at the northwest corner of Ninth and Cherry and the lots on Eighth were sold to Louis Duenweg who soon after leased to David C. Greiner for a shoe factory. These lots occupied the southeast quarter of the block and the stables had been on the north lot, now the rear of the Rea Building and the buildings west of it. The lot next the corner of Wabash was enclosed by a high wooden bill board that hid from view the vacant lot. On the west end of this vacant lot Chauncey Rose had built a bath house to utilize the artesian water that he had struck in drilling a well to supply the old Prairie House with water. The over flow from the bath house had been carried in an open brick lined gutter east to the old canal and with the opening of Eight and Ninth streets and the

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Community Affairs File

sale of lots to others this had become obnoxious and the well had been capped.

One morning early in 1883, the Morning Express, the daily paper that preceded the Star, carried a screaming headline, announcing that the cap had blown off this well and the rush of water had flooded the entire vicinity doing immense damage to property and nearly drowning guests in the hotel as well as flooding the cellars of nearby stores and dwellings. Heart rending tales of the narrow escape of guests roused from their sleep by the scream of gas and the rush of water, many escaped by narrow margins and the luckless mules in the stables nearby, chained to their mangers, were almost without exception drowned in the sudden flow. Great crowds surrounded the lot in a short time and would have been much larger had not some of the readers noted the date line, "April 1, 1883." It was one of Fenelon Dowling's hoaxes.

With the building of the North and South Thirteenth street lines, the portions from Eighth and Locust to the Polytechnic and that of Eleventh and Poplar street were abandoned and with the electrification of the system in 1891 the lines from Thirteenth and Locust east to Twenty-fifth and on Nineteenth from Locust to Maple avenue continued for a time as mule car lines.

About 1890 the city had its first experience with high finance and the promotor, in the person of Russell B. Harrison, who formed a company and bought the system. New buildings at Ninth and Ohio, new cars, among them a wonderful "double decker" that became for a time a social feature and an extension of the North Thirteenth street line to Barbour avenue and west to an amusement resort known as Harrison park with an auditorium or casino that offered high class vaudeville entertainment to the patrons of the system.

Not content with the rapid expansion of the railway system Harrison plunged into the electric

lighting game in competition with the old Terre Haute Electric Light & Power Company. He secured the contract for lighting the streets on an "all night, every night" basis for less than the rate previously charged by the old company for "moonlight service" and soon after started to serve commercial customers also.

The bitter feeling ran into politics and finally a levy on the property of the Railway Company for taxes by the then city treasurer and the bitter competition that made nobody any money, forced his company into a receivership which was soon followed by the same method on the part of the old company.

Merger Takes Place.

Finally both properties were bought in by an agent of Stone & Webster who organized the Terre Haute Electric Company in 1899. This in turn became in 1903 the Terre Haute Electric Traction Company, shortly followed by the Terre Haute Traction & Light Company and the construction of the Interurban lines.

First came the line to Clinton in 1903, followed by the line to St. Mary's in 1905, the line to Sullivan in 1906, and to Paris, Ill. in 1907. The old line to Brazil had been rebuilt in 1899 and later being extended to Indianapolis gave an outlet to the rest of the state. The latter was rebuilt in 1904 and a new viaduct at Glenn was built in 1909.

Terre Haute had become a part of the great system of Interurban railways that made Indiana famous for many years.

One of the colorful characters connected with the Terre Haute street railway system was Michael (Mike) F. Burke, who was taken from the C. & E. I. yards here by Receiver Joshua Jump to rehabilitate the lines. He reorganized the personnel, introduced many innovations, extended the lines to Harrison park casino north of Collett park, and to the fair grounds, and

became one of the interesting street car operators of the country.

"Mike" Burke saw the transition from mules to kilowatts, and from whiststocks to trolley poles. He operated the business with a brusque but competent hand for twenty years, and when the re-organization occurred resigned to go with the Columbus & Coshocton Railway, and remained with that system until his death.

There are a number of men still living who drove the mule cars, and more who worked on the first electric cars under Russell B. Harrison and "Mike" Burke. Harrison, a son of President Benjamin F. Harrison, when the Spanish-American war broke out took a commission in the army, and never returned to the travails of early electric street cars in Terre Haute.